# Transit Development Plan 2022-2027

## and 2021 Annual Report

***Adopted by the Board of Directors***

***INSERT DATE***

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**Americans with Disabilities Act (ADA) Information:** In accordance with the Americans with Disability Act, this document is available in alternate formats upon request. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Notice to Public**: Sound Transit operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been unlawfully discriminated against for these reasons may file a complaint with Sound Transit.

More information on Sound Transit's Title VI Policy and the procedures to file a complaint may be obtained by:

- calling 888-889-6368; TTY Relay 711;
- emailing **stdiscriminationcomplaint@soundtransit.org**;
- mailing to Sound Transit, Attn: Customer Service, 401 S. Jackson St. Seattle, Washington 98104-2826; or
- visiting our offices located at 401 S. Jackson St. Seattle, Washington 98104.

A complaint may be filed directly with the Federal Transit Administration Office of Civil Rights, Attention: Complaint Team, East Building, 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590 or call 888-446-4511.

*Para obtener información sobre la política de no discriminación del Título VI en relación con la discriminación por motivos de raza, color u origen nacional, comuníquese al 800-823-9230.*

*인종, 피부색 또는 출신 국가를 기반으로 한 차별에 관한 제6조 차별방지 정책 정보에 대해서는 800-823-9230로 연락하십시오.*

*За информацией о политике недопущения дискриминации, относящейся к дискриминации по признакам расы, цвета кожи или национального происхождения в соответствии с Разделом VI, обращайтесь по телефону 800-823-9230.*

*Para sa Title VI Walang-diskriminasyon na impormasyon sa patakaran tungkol sa diskriminasyon batay sa lahi, kulay, o pinagmulan, tawagan ang 800-823-9230.*

*關於第 VI 款有關基於種族、膚色或國籍進行歧視 的非歧視政策資訊，請致電 800-823-9230。*

*Để biết thông tin trong chính sách chống phân biệt đối xử Tựa Đề VI về phân biệt đối xử dựa trên chủng tộc, sắc tộc hay xuất xứ quốc gia, vui lòng liên lạc 800-823-9230.*

## Plan adoption

The Sound Transit Board of Directors adopted the Transit Development Plan 2022-2027 and 2021 Annual report on [INSERT DATE]

## Public participation process

**Public comment period:** July 21,2022- August 4, 2022

**Comments submitted to:** main@soundtransit.org
Comments can be mailed to:
Sound Transit
Service Planning and Development
401 S Jackson St
Seattle, WA 98104

**Public hearing:** Sound Transit held a virtual public hearing on the Transit Development Plan on. Seven written comments were received prior to the public hearing, and one comment was received during the public hearing. A recording of the public hearing can be found [INSERT]. A recap of the written comments may be found in Appendix A of this document.

**Notice posted to website:** Sound Transit posted a notice of the hearing on the Transit Development Plan to its website at www.soundtransit.org on

**Notice published in local paper:** The Daily Journal of Commerce published a notice of the hearing on the Transit Development Plan on July 21, 2022 and July 28, 2022.

**Requests for paper or digital copies:** Sound Transit allowed the public to request a paper or digital copy of the Transit Development Plan on and after by emailing main@soundtransit.org or calling (888) 889-6368.

## Plan distribution

On Sound Transit distributed the adopted Transportation Development Plan to:

- PTDPlans@wsdot.wa.gov
- The agency's assigned WSDOT Community Liaison.
- The Transportation Improvement Board via:
  - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.
  - Chris Workman, Engineering Manager at chrisw@tib.wa.gov.
- All cities, counties and regional transportation planning organizations within which Sound Transit operates.

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# Sound Transit
# Transit Development Plan 2022-2027 and 2021 Annual Report

## INTRODUCTION

The Transit Development Plan (TDP) Annual Report provides updated information to the Washington State Department of Transportation (WSDOT) on development of the various transit components undertaken by Sound Transit—the Central Puget Sound Regional Transit Authority. Background information on Sound Transit, accomplishments during 2021 and proposed action strategies for 2022 to 2027 are included. While planning is an on-going activity among the various divisions within Sound Transit, this document attempts to capture known planning milestones through 2027.Planning milestones captured in this document are current as of June 2022.

This document is submitted per requirement of RCW 35.58.2795. As a regional transit authority, Sound Transit is required to prepare a six-year transit development plan and annual report. WSDOT may use this document to prepare an annual report for the Washington State Legislature summarizing the status of public transportation systems in the state.

## I: AGENCY BACKGROUND

In March 1992, the Washington State Legislature (through RCW 81.104.040) authorized King, Pierce and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority, now known as Sound Transit—to develop public transit alternatives to meet the region's travel needs. The Legislature charged Sound Transit with planning, building, and operating a high-capacity transportation system that connects people to their communities and jobs throughout urban areas of King, Pierce, and Snohomish counties.

On Nov. 5, 1996, voters approved local funding for Sound Move, a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax and a rental car tax to finance construction and operation of the regional transit system. Sound Move included the ST Express bus network along with high-occupancy-vehicle (HOV) lane access improvements, Sounder commuter rail and light rail.

On Nov. 4, 2008, voters approved additional local funding as part of the Sound Transit 2 (ST2) plan. This transit plan included a new 15-year construction program of light rail, commuter rail and regional bus service by extending the Sound Move taxes, as well as increasing the local sales and use tax by an additional 0.5 percent to a total of 0.9 percent.

More recently, on Nov. 8, 2016, voters approved additional local funding as part of the Sound Transit 3 (ST3) plan. This transit plan included a new 25-year construction program of light rail, commuter rail and regional bus service by extending the Sound Move and ST 2 taxes, increasing the local sales and use tax by an additional 0.5 percent to a total of 1.4 percent, increasing the motor vehicle excise tax by 0.8 percent to a total of 1.1 percent and assessing a $0.25 property tax on every $1,000 of assessed home values.

Sound Transit has grown from a planning agency in the late 1990s to an agency that operates light rail, express bus, commuter rail and streetcar service. The agency carried 48.3 million passengers in 2018, 47.8 million

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passengers in 2019, and due to Covid-19, provided safe and reliable service to 17.6 million customers on our trains and buses in 2020. In 2021, Sound Transit's ridership showed a modest increase to 17.8 million customers. Sound Transit continues to build light rail extensions, transit centers and other transportation infrastructure, and are working towards implementing a new line of service for Sound Transit, bus rapid transit, along I-405 and SR 522/523.

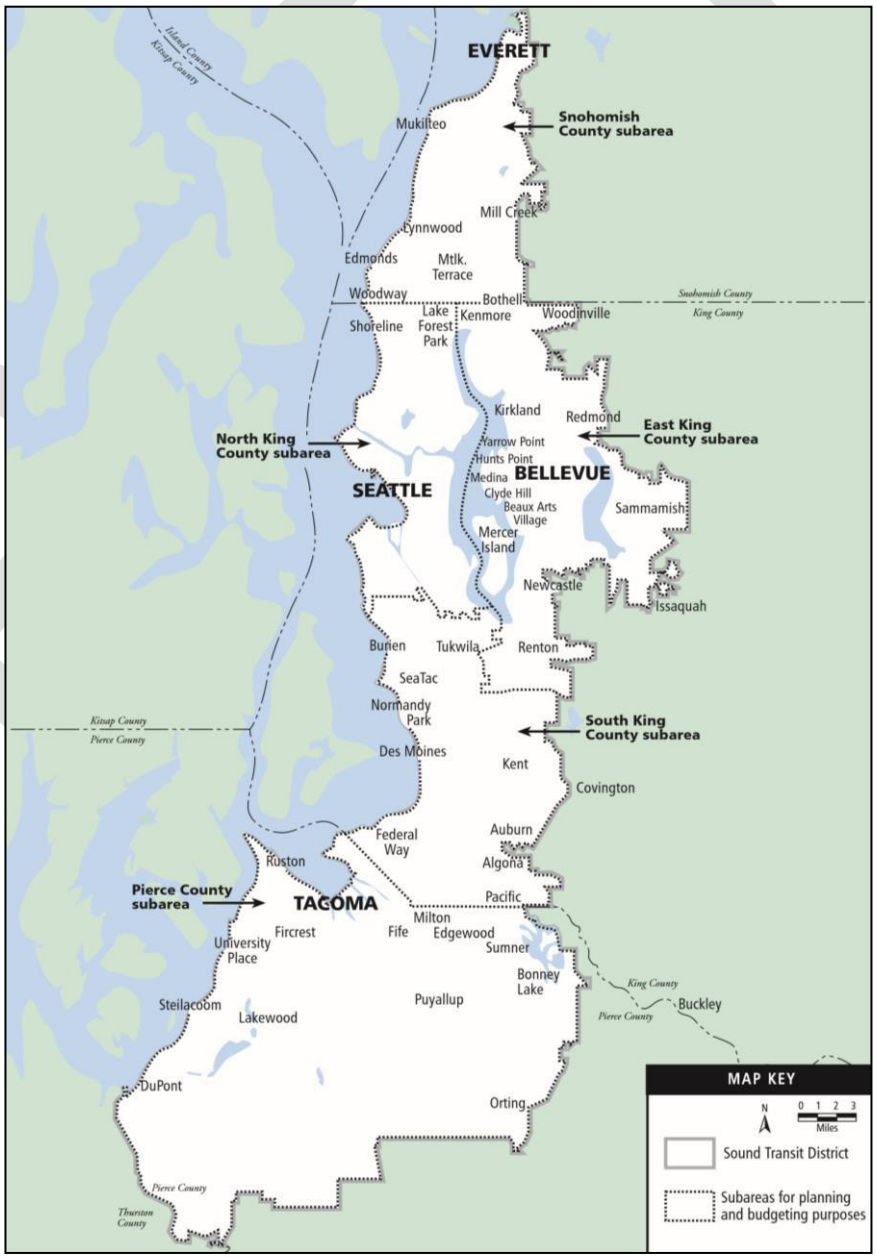
Sound Move, ST2 and ST3 provide the framework for Sound Transit service and capital projects. Although yearly refinements and updates are made as reflected in the Transit Development Plan and Annual Report, Sound Move, ST2 and ST3 continue to guide growth of the Sound Transit high-capacity transportation system.

## Sound Transit Service Area

Sound Transit's taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. The Sound Transit service area boundary was adjusted in some places in consideration of voter precinct boundaries, city limit lines and geography. For planning and budgeting purposes the district boundary was divided into five geographic subareas, each with unique system components.

Figure 1 shows the Sound Transit service district for King, Pierce and Snohomish counties.

**FIGURE 1: SOUND TRANSIT DISTRICT**



## Board of Directors

In accordance with state law RCW 81.112.030, the Sound Transit Board is comprised of 18 members, including the Washington State Secretary of Transportation and 17 locally elected officials nominated by each of the three county's executive officials and confirmed by the respective county councils. The Sound Transit Board includes the three county executives, representatives from the largest city in each county and representatives from other cities and unincorporated areas of each county. At least one-half of all appointees from each county also serve on local transit boards.

At the end of 2021, the Sound Transit Board of Directors included:

| | |
|---|---|
| **Kent Keel, Chair** | University Place Councilmember |
| **Dow Constantine, Vice Chair** | King County Executive |
| **Paul Roberts, Vice Chair** | Everett Councilmember |
| **Nancy Backus** | City of Auburn Mayor |
| **David Baker** | City of Kenmore Mayor |
| **Claudia Balducci** | King County Councilmember |
| **Bruce Dammeier** | Pierce County Executive |
| **Jenny A Durkan** | City of Seattle Mayor |
| **Debora Juarez** | City of Seattle Councilmember |
| **Joe McDermott** | King County Council Vice Chair |
| **Roger Millar** | Washington State Secretary of Transportation |
| **Ed Prince** | Renton City Councilmember |
| **Kim Roscoe** | City of Fife Mayor |
| **Nicola Smith** | Lynwood Mayor |
| **Dave Somers** | Snohomish County Executive |
| **Dave Upthegrove** | King County Councilmember |
| **Peter von Reichbauer** | King County Councilmember |
| **Kristina Walker** | Tacoma, Councilmember |

## Organizational Structure

As of December 31, 2021, Sound Transit employed 1,128 full-time equivalent employees. The total authorized positions, including unfilled positions, is 1,251 Sound Transit staff consisted of the following:

- 131 full-time equivalents in the Design, Engineering & Construction Management Department
- 209 full-time equivalents in the Executive Department
- 68 full-time equivalents in the Finance
- 99 full-time equivalents in the Information Technology Department
- 25 full-time equivalents in the Legal Department
- 211 full-time equivalents in the Operations Department
- 93 full-time equivalents in the Planning, Environment and Project Development Department
- 58 full-time equivalents in the Safety & Quality Management Department
- 59 full-time equivalents in the Communications & External Affairs Department

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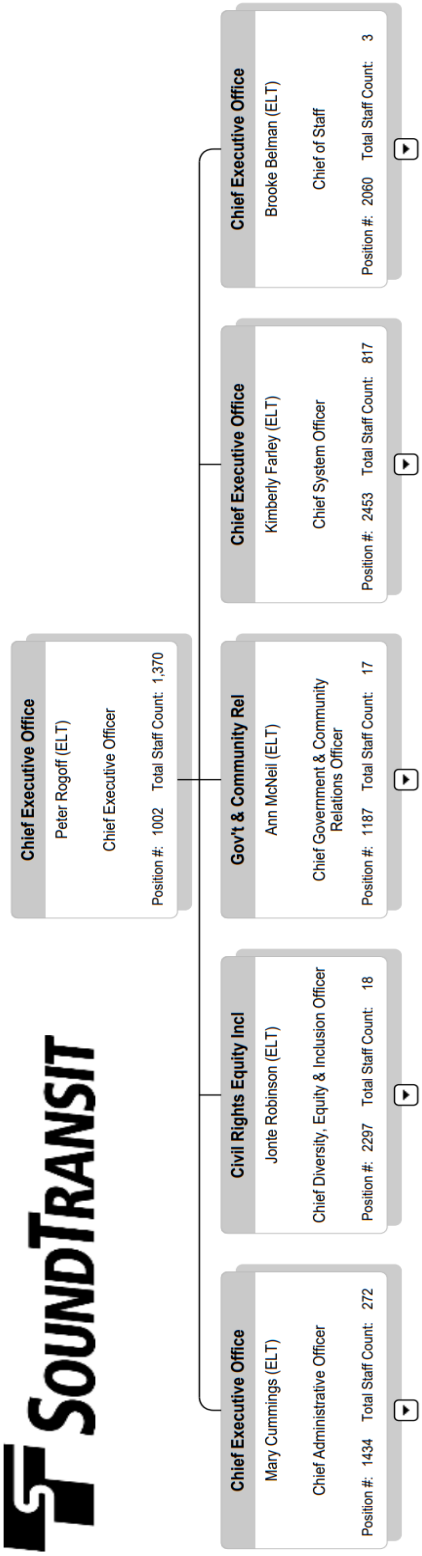
Figure 2 provides an overview of Sound Transit's organizational structure at the end of 2021.

## FIGURE 2: SOUND TRANSIT ORGANIZATIONAL STRUCTURE



## Administrative and Operational Offices

Sound Transit has the following administrative office and facility locations:

| Administrative Offices | Modal Operations & Maintenance Facilities |
|---|---|
| Union Station<br>401 S. Jackson St.<br>Seattle, WA 98104 | Tacoma Link<br>802 E. 25th St.<br>Tacoma, WA 98421 |
| 605 Building<br>605 5th Ave. S.<br>Seattle, WA 98104 | Link<br>3407 Airport Way S.<br>Seattle, WA 98134 |
| 625 Building<br>625 5th Ave. S.<br>Seattle, WA 98104 | |
| 705 Building<br>705 5th Ave S.<br>Seattle, WA 98104 | |
| 5th & Jackson Building<br>315 5th Ave. S.<br>Seattle, WA 98104 | |

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# II: SERVICE AND FARE CHARACTERISTICS

## ST Express

| | |
|---|---|
| **Opened:** | 1999 |
| **Fleet:** | 316 |
| **Vehicles in Maximum Service:** | 212 |
| **2021 Annual Ridership:** | 5,150,050 |
| **Routes:** | 24 |
| **Adult Fare:** | $3.25 |

Sound Transit operates regional express bus service which connects major regional destinations throughout the Puget Sound region. Service operates from at least 2:13 a.m. to 1:09 a.m. everyday. ST Express routes range in service from weekday peak-direction only service, to frequent, all-day, bi-directional routes on both weekdays and weekends.

Given that the ST Express network connects major employment centers throughout the region, the service is more commuter oriented than most transit systems. An expanding economy means increased commuter demand during peak time periods, particularly in those centers where employee parking is limited and expensive. However, Covid-19 ridership patterns altered regional travel, deemphasizing peak travel times for all-day commuting.

In early 2014, the Sound Transit Board adopted updated Service Standards and Performance Measures that include new passenger load guidelines for ST Express. The guidelines recognize that standing passengers during peak hours are an ongoing reality and lists priorities for corrective action based on the severity of overcrowding and the amount of time passengers have to stand. Sound Transit staff continually monitors service and uses several service management tools to reduce overcrowding, including schedule adjustments to balance loads, assigning larger buses, and adding extra bus trips if the budget allows.

Sound Transit contracts with partner transit agencies—Community Transit, King County Metro and Pierce Transit—to operate and maintain ST Express buses. ST Express service is operated out of Community Transit's Kasch Park Base in Everett, King County Metro's East Base in Bellevue, and Pierce Transit's operations facility in Lakewood. At the end of 2021, Sound Transit owned 316 buses, with 212 used in active maximum service. The fleet is fully equipped with Automatic Passenger Counters (APCs). At of the end of 2021, 24 ST Express regional bus routes were in operation.

In October of 2021, Sound Transit extended its high-capacity transit network north as part of the Northgate Link Extension. The extension added three new stops to the light rail network, University District, Roosevelt, and Northgate and in the process brought changes to the ST Express bus network. ST Express routes 511, 512 and 513 now terminate and connect riders to Link at Northgate Station. ST Express Route 522 now terminates and connect riders to Link at Roosevelt Station, and ST Express routes 542 and 556 terminate at U District Station.

Due to a decline in ridership in 2020 and limited operator availability in 2021, Sound Transit reduced the number of trips operating on the ST Express network. Operator shortages in 2021 played a primary role in further reducing levels of service, particularly on Pierce Transit operated routes. Overall, workforce constraints

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caused a ~20% reduction in service on Pierce Transit operated routes, ~10% reduction on routes operated by Community Transit, and a 5% reduction on routes operated by King County Metro. The reduction in service curbed planned service restoration efforts and much of the goals of Sound Transit's service plan, which broadly focused on improving service span and providing all day service with a focus on priority populations in South King County and Pierce County.

Given the constraints posed by regional workforce shortages, peak hour routes continued to be suspended, like Route 544 (Overlake-SLU), which acts as a rush hour overlay service on top of all-day Route 545 (Redmond-Seattle).

Below are the existing routes in operation and their service characteristics:

| Route Number[1] | Express Route Description | Start Date | Days Operated | Type of Service |
|---|---|---|---|---|
| 510 | Everett – Seattle | 1999 | M-F | Peak Only |
| 511 | Ash Way – Northgate | 1999 | M-F | Peak Only |
| 512 | Everett/Lynnwood – Northgate | 2011 | M-F, Sa, Su | All-Day |
| 513 | Seaway Transit Center – Northgate | 1999 | M-F | Peak Only |
| 522 | Woodinville – Roosevelt | 2002 | M-F, Sa, Su | All-Day |
| 532 | Everett – Bellevue | 1999 | M-F | Peak Only |
| 535 | Lynnwood – Bellevue | 1999 | M-F, Sa | All-Day |
| 542 | Redmond – University District | 2010 | M-F | All-Day |
| 545 | Redmond – Seattle | 2000 | M-F, Sa, Su | All-Day |
| 550 | Bellevue – Seattle | 1999 | M-F, Sa, Su | All-Day |
| 554 | Issaquah – Seattle | 2001 | M-F, Sa, Su | All-Day |
| 556 | Issaquah – University District | 2005 | M-F | Peak Only |
| 560 | West Seattle – Sea-Tac – Bellevue | 2003[1] | M-F, Sa, Su | All-Day |
| 566 | Auburn & Kent – Overlake | 2010[1] | M-F | All-Day |
| 574 | Lakewood – Sea-Tac Airport | 1999 | M-F, Sa, Su | All-Day |
| 577 | Federal Way – Seattle | 2006 | M-F, Sa, Su | Peak Only |
| 578 | Puyallup – Seattle | 2009 | M-F, Sa, Su | All-Day |
| 580 | Puyallup – Lakewood | 2015 | M-F | Sounder Connector |
| 586 | Tacoma – University District | 2002 | M-F | Peak Only |
| 590 | Tacoma – Seattle | 1999 | M-F | Peak Only |
| 592 | DuPont – Seattle | 1999 | M-F | Peak Only |
| 594 | Lakewood/Tacoma – Seattle | 1999 | M-F, Sa, Su | All-day |
| 595 | Gig Harbor – Seattle | 1999 | M-F | Peak Only |
| 596 | Bonney Lake – Sumner | 2012 | M-F | Sounder Connector |

[1] Route 540 and 541 were suspended at the start of 2020 and replaced by route 544, Overlake Village and South Lake Union via South Kirkland Park-and-Ride. Shortly after its introduction, route 544 was also suspended because of Covid-19. Routes 555 and 567 also remain suspended.

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Fares were last changed on July 1, 2020, when Sound Transit implemented a flat adult fare of $3.25 on all ST Express bus routes. The new fare structure eliminates the previous two-zone fare system in favor of one fare throughout the ST Express service area. The new flat fare better corresponds with the fare structure of our regional transit partners and simultaneously simplifies our system for our passengers. The simplified fare structure will also better support the Next Generation ORCA system.

Sound Transit served regional transit facilities, including Link and Sounder Stations, park-and-ride lots, freeway stations, transit centers and ferry terminals. Some stations and transit centers served by Sound Transit buses or trains are marked as “Regional T” locations. The “Regional T” sign indicates that these facilities offer regional services and connections between local and regional services.

Appendix G provides details of each facility served by Sound Transit and the service connections that are available at that facility.

[1] Predecessor route(s) may have started earlier; year of start is given for route in current or near current configuration.

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## Sounder

| | |
|---|---|
| **Opened:** | 2000 |
| **Fleet:** | 67 railcars<br>14 locomotives |
| **Vehicles in Maximum Service:** | 55 railcars<br>9 locomotives |
| **2021 Annual Ridership:** | 732,500 |
| **Track Length:** | 81.8 miles |
| **Stations:** | 12 |
| **Adult Fare:** | $3.25 - $5.75 |

Sound Transit's Sounder commuter rail operates weekday service along two corridors that radiate from Seattle's King Street Station, north to Everett and south to Tacoma/Lakewood. Both services operate largely on BNSF Railway Company tracks.

The Sounder South line began operation in September 2000 with two peak period round trips operating northbound in the morning to Seattle and southbound in the afternoon to Tacoma. Starting in 2000, Sound Transit worked closely with BNSF to gradually ramp up service levels as Sound Transit-funded track and signal improvements were constructed along the line. With the start-up of the ninth South line round trip in June 2009, Sound Transit completed implementation of the full-service levels called for in the 1996 Sound Move Plan. The south line segment of Sounder was extended to Lakewood in October 2012 on track that was previously purchased from BNSF and Tacoma Rail. Two new stations opened for rail service as part of this extension, South Tacoma, and Lakewood stations. The South line stations are Lakewood, South Tacoma, Tacoma Dome Station, Puyallup, Sumner, Auburn, Kent, Tukwila, and King Street Station (Downtown Seattle).

The Sounder north line began operation in December 2003 with one peak period round trip operating along Burlington Northern Santa Fe (BNSF) Railway tracks between Everett and Seattle with an intermediate stop in Edmonds. Mukilteo Station opened in 2008 and additional round trips were implemented in 2005, 2007 and 2008, bringing North line commuter service to its maximum level of four round trips under Sound Transit's operating agreement with BNSF Railway.

In 2021, Sound Transit adopted new line naming standards. As such, Sounder South became the S Line and Sounder North became the N Line.

The COVID-19 pandemic necessitated a reduction in Sounder service. On the N line, service was reduced from 8 to 4 daily trips, and on the S line service levels were reduced from 26 to 18 daily trips focused on the rush hour commute, with a reduction on the number of midday-trips. In 2021, service gradually increased on the southern corridor and two additional trips were added to match demand bringing the total by the end of 2021 to 20 trips on S line. This service pattern includes one reverse commute trip in the AM and PM peak on the S line. S line operates using seven-car trains and the N line usually operates using two, three, or five-car trains. Approximate travel times are about 60 minutes on the N line to Everett and about 55 minutes to Tacoma and 75 Minutes to Lakewood on the S line. The existing Sounder schedule may be found below

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## Sounder North:

| Train Number | Route Description | Days of Service | Type of Service | Train Arrival |
|---|---|---|---|---|
| 1703 | Everett-Seattle | M-F | AM Peak | 7:14 |
| 1707 | Everett-Seattle | M-F | AM Peak | 8:14 |
| 1702 | Seattle-Everett | M-F | PM Peak Only | 5:32 |
| 1706 | Seattle- Everett | M-F | PM Peak Only | 6:34 |

## Sounder South:

| Train Number | Route Description | Days of Service | Type of Service | Train Arrival |
|---|---|---|---|---|
| 1500 | Lakewood-Seattle | M-F | AM Peak Only | 5:52 |
| 1502 | Lakewood-Seattle | M-F | AM Peak Only | 6:17 |
| 1504 | Lakewood-Seattle | M-F | AM Peak Only | 6:42 |
| 1506 | Lakewood-Seattle | M-F | AM Peak Only | 7:02 |
| 1508 | Lakewood-Seattle | M-F | AM Peak Only | 7:22 |
| 1510 | Lakewood-Seattle | M-F | AM Peak Only | 7:42 |
| 1512 | Lakewood-Seattle | M-F | AM Peak Only | 8:05 |
| 1516 | Tacoma Dome-Seattle | M-F | AM Peak Only | 8:52 |
| 1520 | Tacoma Dome- Seattle | M-F | PM Peak Only | 5:07 |
| 1524 | Tacoma Dome-Seattle | M-F | PM Peak Only | 6:16 |
| 1503 | Seattle-Tacoma Dome | M-F | AM Peak Only | 7:36 |
| 1507 | Seattle- Tacoma Dome | M-F | PM Peak Only | 3:37 |
| 1511 | Seattle-Lakewood | M-F | PM Peak Only | 4:51 |
| 1513 | Seattle-Tacoma Dome | M-F | PM Peak Only | 4:57 |
| 1515 | Seattle-Lakewood | M-F | PM Peak Only | 5:31 |
| 1517 | Seattle-Lakewood | M-F | PM Peak Only | 5:51 |
| 1519 | Seattle-Lakewood | M-F | PM Peak Only | 6:11 |
| 1521 | Seattle-Lakewood | M-F | PM Peak Only | 6:36 |
| 1523 | Seattle-Lakewood | M-F | PM Peak Only | 7:01 |
| 1525 | Seattle-Lakewood | M-F | PM Peak Only | 7:46 |

Both Sounder lines operate seasonal off-peak trains to sporting events in Seattle at Lumen Field and T- Mobile Park and the Washington State Fair in Puyallup. For event service for Mariners, Sounders FC and Seahawks games, the S line uses seven-car trains while the N line uses five-car trains. While special event service on Sounder was suspended due to the COVID-19 pandemic, service resumed in 2021.

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Sound Transit owns 67 rail cars (27 cab cars, 40 coach cars) manufactured by Bombardier and 14 locomotives manufactured by the ElectroMotive Division of General Motors and Motive Power Industries. All Sounder rail cars are equipped with APCs on every door. Sound Transit contracts with BNSF to operate its Sounder service and with Amtrak for maintenance of the fleet. Maintenance activities are carried out at Amtrak's Holgate yard in Seattle's SODO District.

For Sounder, single ride fares for adult riders range from $3.25 to $5.75 and are based on the distance traveled. The price of a Sounder ticket starts with a base fare of $3.05. A per-mile charge of $0.055 is added to the base fare and the sum is rounded to the nearest quarter to determine the final cost of the trip.

Fares were changed in March 2016 to introduce the low-income category. Corresponding monthly pass prices range between $117 and $207. Senior/disabled fares are approximately 50% of the adult fare and youth and low- income fares are discounted approximately 25% from the adult fare. One-way or round-trip paper tickets (as well as monthly passes or E-purse value on ORCA cards, as described below) may be purchased from Ticket Vending Machines located at all Sounder stations and proof of payment must be always carried by passengers onboard Sounder or at the station platforms. Under RailPlus, an agreement between Sound Transit and Amtrak, passengers with valid regional passes may ride Amtrak Cascades trains that operate between Seattle, Edmonds, and Everett. Likewise, Sounder will honor Amtrak tickets between these locations.

All Sounder commuter rail stations have bus transportation connections located directly at the station or within a short walking distance. Bus service schedules are often synchronized to the train schedule to allow passengers the opportunity to complete a seamless transit trip. In addition, Sounder shares Seattle's King Street Station with Amtrak, facilitating connections between the two services.

No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Reduced weekday schedules operate on the Day after Thanksgiving, Christmas Eve, and New Year's Eve when those days land on a weekday. The reduced weekday schedule operates eight round trips on the S Line and two round trips on the N Line.

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## T Line

| | |
|---|---|
| **Opened:** | 2003 |
| **Fleet:** | 3 (5 on order) |
| **Vehicles in Maximum Service:** | 2 |
| **2021 Annual Ridership:** | 367,200 |
| **Track Length:** | 1.6 miles (expanding to 4.0 miles in 2023) |
| **Stations:** | 6 |
| **Fare:** | Free through 2023 |

Tacoma Link, now called the T Line, opened in 2003, is a 1.6-mile light rail line connecting the Tacoma Dome and the Theater District in Downtown Tacoma. There are four intermediate stations at S. 25th Street, Union Station, Convention Center and Commerce Street. To operate, the T Line, Sound Transit owns three electric-powered light rail vehicles manufactured by Inekon and Skoda Dopravni Technica of the Czech Republic. All vehicles are equipped with APCs. Sound Transit operates and maintains the vehicles out of its Operations & Maintenance Facility. A maximum of two light rail cars are scheduled, with the third car available as a spare. The T Line alignment is approximately half double-track and half single-track, with a scheduled end-to-end running time of approximately 12 minutes each way. Service pattern remained unchanged during the COVID-19 pandemic.

Four of the six T Line light rail stations provide intermodal public transportation connections, including local and express bus service at zones along Commerce Street. The Tacoma Dome Station, at the south end of the line, provides connections to Sounder commuter rail, ST Express bus service, Pierce Transit local bus service, Intercity Transit bus service to Olympia/Thurston County and Greyhound intercity service. In addition, Tacoma's Amtrak station is located nearby.

Service on the T Line operates as indicated in the chart below:

| Day | Direction | Time | Frequency |
|---|---|---|---|

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| | | | |
|---|---|---|---|
| Monday – Friday | Tacoma Dome (Northbound) | 5:00 a.m. – 6:36 a.m.<br>6:36 a.m. – 8:00 p.m.<br>8:00 p.m. – 10:00 p.m. | 24 min.<br>12 min.<br>24 min. |
| | Theater District (Southbound) | 5:12 a.m. – 6:48 a.m.<br>6:48 a.m. – 8:00 p.m.<br>8:12 p.m. – 10:12 p.m. | 24 min.<br>12 min.<br>24 min. |
| Saturday | Tacoma Dome (Northbound) | 7:48 a.m. – 10:00 p.m. | 12 min. |
| | Theater District (Southbound) | 8:00 a.m. – 10:12 p.m. | 12 min. |
| Sunday/Holiday | Tacoma Dome (Northbound) | 9:48 a.m. – 5:48 p.m. | 24 min. |
| | Theater District (Southbound) | 10:00 a.m. – 6:00 p.m. | 24 min. |

Holiday schedules on the T Line operate a Sunday schedule on New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Paratransit services for the T Line are provided under contract by Pierce Transit.

No fares are collected on T Line because of Resolution R2016-10, which extended the fare-free designation of the T Line until the opening of the Hilltop Tacoma Link Extension in the first quarter of 2023. In 2021, Sound Transit adopted new line naming standards, and Tacoma Link became the T Line.

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## Link Light Rail

| | |
|---|---|
| **Opened:** | 2009 |
| **Fleet:** | 99 |
| **Vehicles in Maximum Service:** | 72 |
| **2021 Annual Ridership:** | 11,512,650 |
| **Track Length:** | 24.5 miles |
| **Stations:** | 19 |
| **Adult Fare:** | $2.25 - $3.25 |

Link light rail opened from Westlake Station inside the Downtown Seattle Transit Tunnel to Tukwila/International Blvd Station in Tukwila via the Rainier Valley in July 2009. In December 2009, the Airport Link project connected Tukwila/International Blvd Station to a new light rail station between the main terminal of Sea-Tac International Airport and the City of SeaTac. SeaTac/Airport Station also provides pedestrian access between the City of SeaTac and the north end of the terminal.

The year 2016 marked two service expansions in the Link light rail system. In March 2016, the $1.9 billion University Link extension expanded the system 3.1 miles north from Westlake Station to University of Washington Station, with an additional stop located at Capitol Hill. This was the first extension of the light rail system since SeaTac/Airport station opened and connects downtown Seattle to University of Washington in only eight minutes. In September 2016, Link service extended south by 1.6 miles to Angle Lake Station, which serves as a major park-and-ride facility for the Link system.

In 2021, Sound Transit adopted new line naming standards. As such, Link light rail became the 1 Line. In addition, in 2021, 1 Line service was extended north by 4.3 miles and introduced three new stations to the system, U-District station, Roosevelt (underground), and Northgate (elevated). The extension added ridership to 1 Line's service in 2021, while the rest of the modes Sound Transit operates continued to decline in 2021. To meet increasing demand on Link 1 line, headways were ramped up in 2021 to every 8 minutes in the peak, every 10 minutes in the midday, and every 15 minutes at night.

To operate Link 1 Line, Sound Transit owns 62 low-floor light rail cars from Kinkisharyo/Mitsui of Japan and 37 Siemens light rail cars manufactured by Siemens Mobility and assembled in Sacramento, CA. Each 95-foot vehicle can seat 74 passengers and hold up to 148 in a target maximum load. As of 2018, 20 of the 62 vehicles (32% of the fleet) are equipped with APCs. 31 Siemens LRV are being commissioned at OMFC and 115 are being manufactured.

The cars are currently paired into a mix three and four-car trains, and all Link stations have been constructed to accommodate up to four-car trains. Day-to-day operations, maintenance, dispatch of Link as well as complementary paratransit service is contracted with King County Metro. Link vehicles are stored and maintained at the Link Operations & Maintenance Facility (OMF) in the SODO District on Airport Way South.

Up until March 2018 when expansion of the Washington State Convention Center eliminated the northern bus portal to the Downtown Seattle Transit Tunnel (DSTT), King County Metro and Sound Transit shared the DSTT facilities at Convention Place, Westlake, University Street, Pioneer Square, and International District/Chinatown Stations. These buses now operate on the surface where passengers may seamlessly transfer between regional and local bus services and Link. Besides the DSTT, bus connections are available at all other Link stations, with five stations featuring extensive bus connections and amenities:

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- Mount Baker Station's construction also included the Mount Baker Transit Center, located east of the station across Rainier Avenue South and features bus layover facilities and three off-street bus bays.
- The Tukwila/International Blvd Station features a 600-stall park-and-ride lot and three bus bays located underneath the station, offering connections to King County Metro's RapidRide A and F Lines.
- SeaTac/Airport Station features two pedestrian bridges connecting both to the airport's parking garage and passenger terminal to the west and to International Blvd and four on-street bus bays to the east
- University of Washington Station features a pedestrian overpass across Montlake Blvd to connect to bus routes on NE Pacific Street and on Stevens Way which is about 1,200 feet from the station.
- Northgate Station features four bus bays, a parking garage with 443 parking spaces, bike parking, as well as the John Lewis Memorial bridge stretches about 1,900 feet over I-5, landing at North Seattle College on the west side and at 1st Ave NE and NE 100th St, near the Northgate Station, serving Sound Transit's Link light rail station, on the east side.

Construction continues on light rail extension projects across the region. Upcoming extensions to light rail include:

- East to Mercer Island, Bellevue, and Redmond/Overlake in East King County
- North to Shoreline, Mountlake Terrace and Lynnwood, south to Federal Way, and east to Downtown Redmond in
- Other ST2 and ST3 projects further expand the Link light rail system to Ballard, West Seattle, Kirkland, Issaquah, Everett, and Tacoma. A map of the ST2 And ST3-approved Regional Rail system, including light rail, is available in Appendix F.

Holiday schedules on Link light rail operate the Sunday schedule on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; and the Saturday schedule being operated on Martin Luther King Junior Day, Presidents' Day, and the Day after Thanksgiving.

Like Sounder, adult fares on Link are distance-based and currently range from $2.25 for short-distance trips and increase in 25-cent increments up to $3.25 for a trip between University of Washington and Angle Lake stations. The price of a Link ticket starts with a base fare of $2.25. A per-mile charge of $0.05 is added to the base fare and the sum is rounded to the nearest quarter to determine the final cost of the trip. Fares were last changed in March 2015 which increased Link base fares to be consistent with King County Metro fare rates. Corresponding monthly pass prices are $81 to $117. Senior/disabled fares are $1.00 for all trips and youth and low- income fares are $1.50 for all trips. Ticket Vending Machines are available at each of the Link Stations.

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| Day | Direction | Time | Frequency |
|---|---|---|---|
| Monday – Friday | Northgate via Downtown Seattle (Northbound) | 4:24 a.m. – 5:32 a.m.<br>5:32 a.m. – 8:46 a.m.<br>8:46 a.m. – 2:16 p.m.<br>2:16 p.m. – 6:16 p.m.<br>6:16 p.m. – 9:56 p.m.<br>9:56 p.m. – 12:45 a.m. | 15 min<br>.8 min<br>10 min<br>8 min<br>10 min<br>15 min |
| | Angle Lake via SeaTac /Airport (Southbound) | 4:11 a.m. – 5:43 a.m.<br>5:43 a.m. – 9:43 a.m.<br>9:43 a.m. – 2:53 p.m.<br>2:53 p.m. – 6:53 p.m.<br>6:53 p.m. – 10:13 p.m.<br>10:13 p.m. – 1:25 a.m. | 15 min.<br>8 min.<br>10 min.<br>8 min.<br>10 min.<br>15 min. |
| Saturday | Northgate via Downtown Seattle (Northbound) | 4:43 a.m. – 8:00 a.m.<br>7:56 a.m. – 9:56 p.m.<br>9:56 p.m. – 2:14 a.m. | 15 min.<br>10 min.<br>15 min. |
| | Angle Lake via SeaTac /Airport (Southbound) | 4:11 a.m. – 7:43 a.m.<br>7:43 a.m. – 10:13 p.m.<br>10:13 p.m.– 1:25 a.m. | 15 min.<br>10 min.<br>15 min. |
| Sunday/Holiday | Northgate via Downtown Seattle (Northbound) | 5:24 a.m. – 7:56 a.m.<br>7:56 a.m. – 9:56 p.m.<br>9:56 p.m. – 1:05 a.m. | 15 min.<br>10 min.<br>15 min. |
| | Angle Lake via SeaTac /Airport (Southbound) | 5:06 a.m. – 7:43 a.m.<br>7:43 a.m. – 10:13 p.m.<br>10:13 p.m. – 12:25 p.m. | 15 min.<br>10 min.<br>15 min. |

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## One Regional Card for All (ORCA)

ORCA serves as most of the region's transit passes and transfer media. ORCA is accepted by the seven ORCA partner agencies, including Sound Transit, Community Transit, Everett Transit, King County Metro Transit (Metro), Kitsap Transit, Pierce Transit and Washington State Ferries. ORCA cards are also good for rides on the South Lake Union Streetcar, First Hill Streetcar, and the Seattle Monorail. Riders using cash instead of an ORCA card to transfer between different agencies' systems must pay the full fare for each leg of their ride. King County Metro Transit still offers paper transfers that are good within their own system. An ORCA regional pass replaced the monthly PugetPass and is valid at face value on all participating ORCA agencies (except Washington State Ferries where additional fare may be necessary). Also available is an E-purse, or stored value used like cash to pay one's bus or train fare. The fare for the ride is deducted from the E-purse on an ORCA card, allowing riders to "pay as you go." The E-purse may also be used in combination with a pass. On a bus, passengers can tap their ORCA card at the card reader next to the driver. On Sounder or Link, riders must tap their card before boarding at platform card readers and again before exiting so that the correct amount is deducted. If a rider forgets to tap their card after exiting, they are charged the maximum fare possible from the starting station. With an ORCA card, transfers between buses and trains are automatically calculated and balances are applied to the connecting trips, so paper transfers are no longer needed. ORCA cards may be purchased at any transit costumer service office and at retail outlets. They are also sold at vending machines located at every rail station and selected bus transit centers. Sound Transit is working on the development and implementation of a Next Gen ORCA regional fare system. In 2021, Sound Transit completed testing and functional development of the new fare payment system and is set to begin implementation in the Summer of 2022. Next Gen ORCA will let passengers use a mobile app to manage their account then use the same app to pay their fare in 2023 on iOS and Android devices. Next Gen ORCA will also let folks instantly load value and products onto their account, offer more retail locations to buy ORCA cards, and will let folks manage their accounts on a new and improved website.

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# III: AGENCY PERFORMANCE

## Gradual Ridership Recovery in 2021

In 2021 Sound Transit carried nearly 17.8 million passengers on its buses and trains, an increase of ~200 thousand riders from 2020's 17.6 million passengers. In 2021, system-wide, Sound Transit averaged 53,750 boardings each weekday a decrease from 2020's 57,738. It should be noted that 2020 enjoyed 2.5 months of pre-pandemic ridership, which further boosted the yearly ridership totals. The overall increase in ridership, however, is likely attributed to growth on Link's 1 Line following the opening of the Northgate Link extension project. The project extended Link 1 line 4.3 miles north and introduced three new stations north of University of Washington station into the system in October 2021.

The persisting and major trend in system ridership is the disruption created by the Covid-19 pandemic, which continued through the end of 2021. By the end of the year, ridership was 63% less compared to 2019, the last year of pre-pandemic operation. Figure 3 shows the trends for system ridership since 1999. Overall, since service began on ST Express in 1999 through the end of 2021, Sound Transit has carried over 504 million passengers throughout the Puget Sound region.

## Responding to Operator Shortages

Over the course of summer 2021 and into autumn 2021, the number of trips canceled on ST Express routes due to operator shortages increased. This led to unpredictable service for passengers as cancellations changed day-to-day. By October 2021, Pierce Transit, the operator of several South Sound ST Express bus routes, notified Sound Transit that an emergency reduction in services was required due to severe staffing shortages. Constraints to workforce staffing were not limited to Pierce Transit, and Sound Transit's other operating partners also had to make cuts to service to ensure a reliable schedule for Sound Transit's passengers. Community Transit's (CT) lack of operators resulted in a ~10% reduction on Sound Transit operated ST Express bus service, while King County Metro operated routes were reduced by ~5%. Pierce Transit was most affected, however, as Sound Transit reduced service by approximately ~20% on Pierce Transit operated routes.

To reduce the impact of service reductions on riders, Sound Transit worked with its operating partners to identify lower ridership trips to remove from the schedule, identify shared corridors to develop service delivery efficiencies, and apply an overall strategy that would impact the fewest passengers while delivering less service. Sound Transit also worked closely with operating partners to prioritize the maintenance of predictable headways, existing span and protecting priority Title VI populations and higher ridership ST Express routes.

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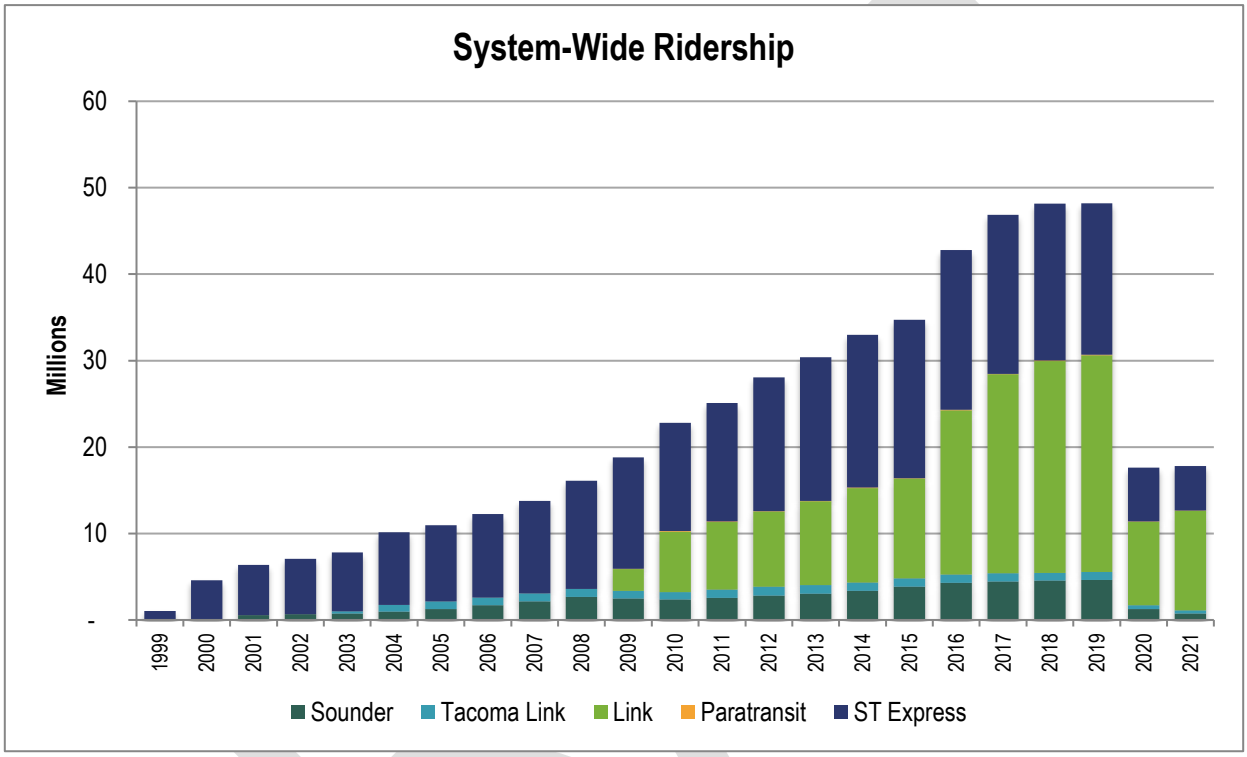
**FIGURE 3: TOTAL SOUND TRANSIT SYSTEM-WIDE RIDERSHIP 1999-2021**



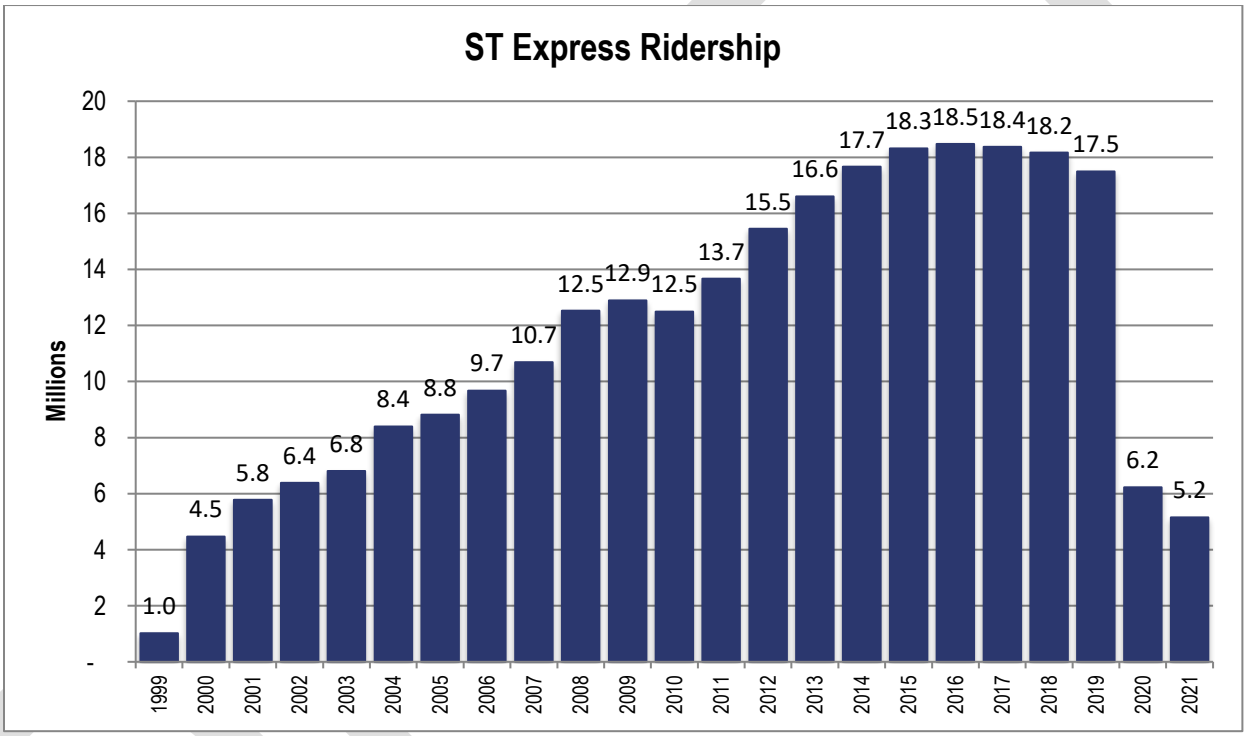

Additional detail for each mode is provided in the following sections on Link, Sounder, T-Line

## ST Express

Sound Transit's regional bus system, ST Express, served over 5.2 million passengers in 2021. ST Express ridership declined most of all modes from 2020, most likely attributed to trip reductions caused by regional workforce constraints.

In 2021, ST Express carried 16,383 passengers on average each weekday. Figure 4 below shows the trends for ridership on ST Express since 1999.

**FIGURE 4: TOTAL ST EXPRESS RIDERSHIP 1999-2021**

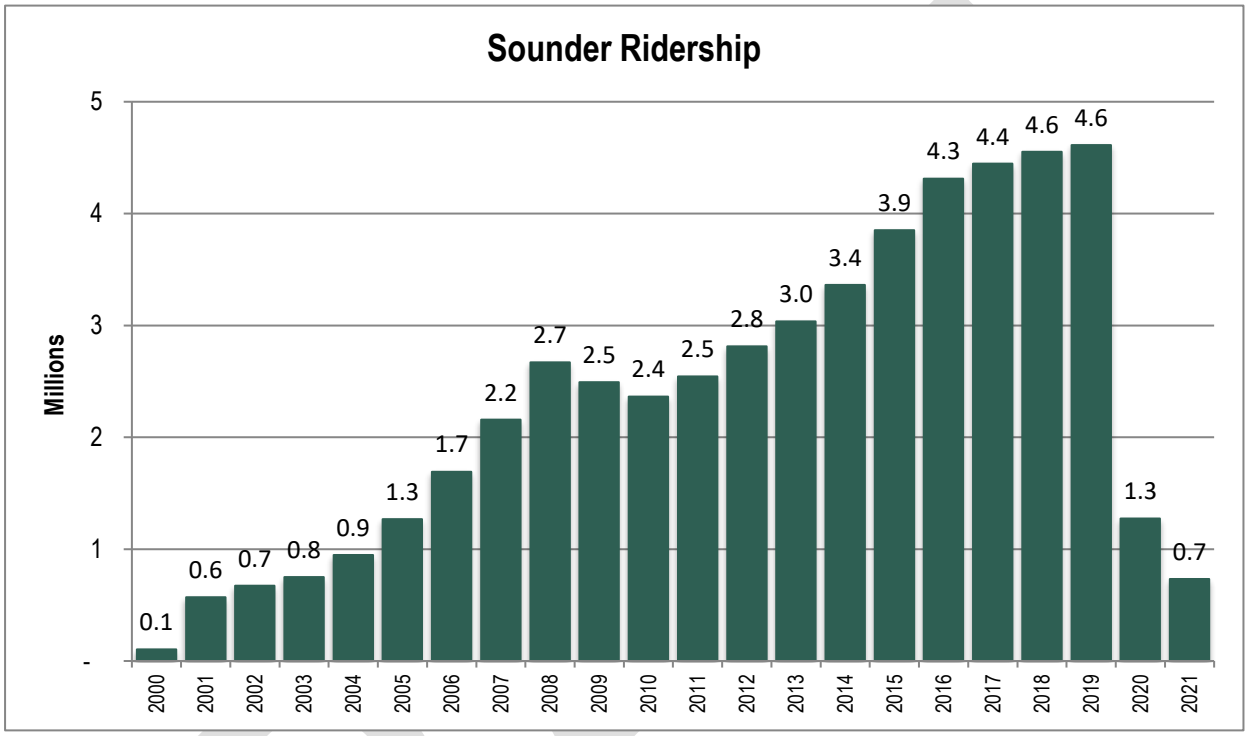


## Sounder

Sounder commuter trains have carried over 50 million passengers since service began in September of 2000. In 2021, Sounder carried 732,500 passengers, and 2,783 on average weekday.

Figure 5 below shows the trends for ridership on Sounder since 2000.

**FIGURE 5: TOTAL SOUNDER COMMUTER RAIL RIDERSHIP 2000-2021**

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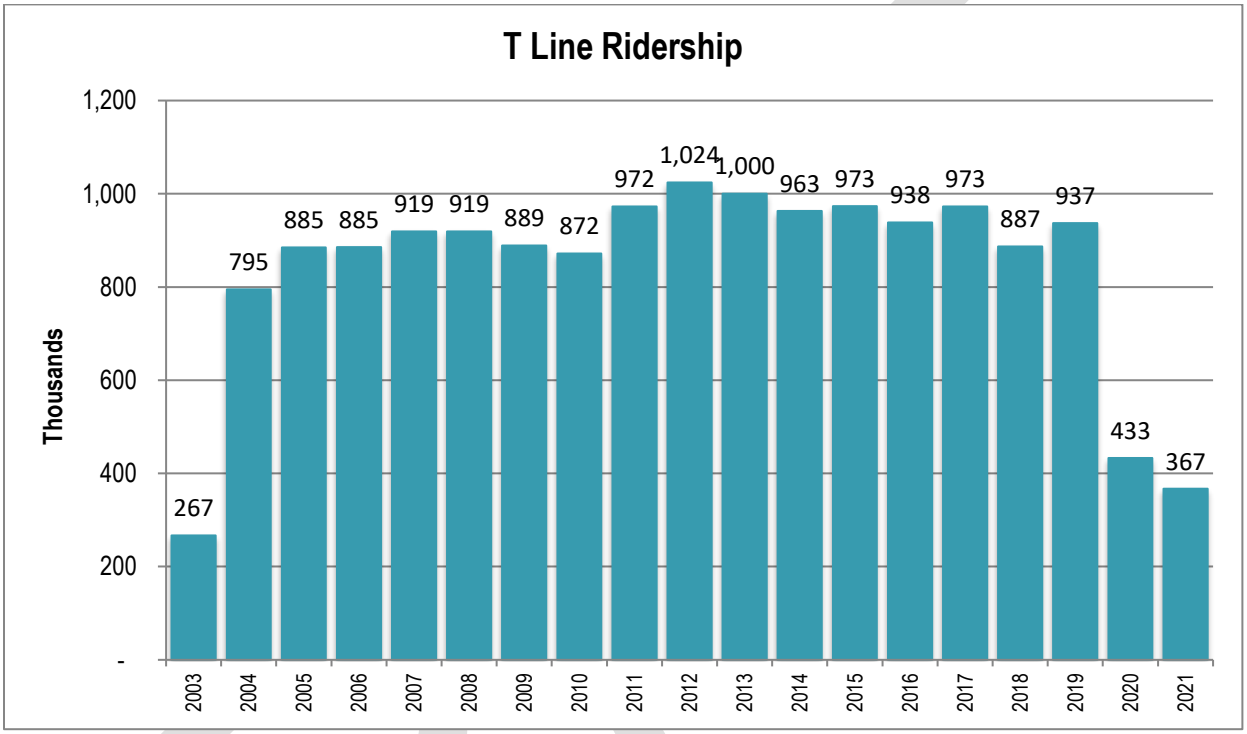
## T Line

T Line (formerly Tacoma Link) has carried nearly 15.5 million passengers since it began operations in 2003. Tacoma Link carried 433,000 passengers by the end of 2021

In 2021, T Line carried 1,267 passengers on average each weekday. Figure 6 below shows ridership trends on Tacoma Link since 2003.

**FIGURE 6: TOTAL T LINE RIDERSHIP 2003-2021**

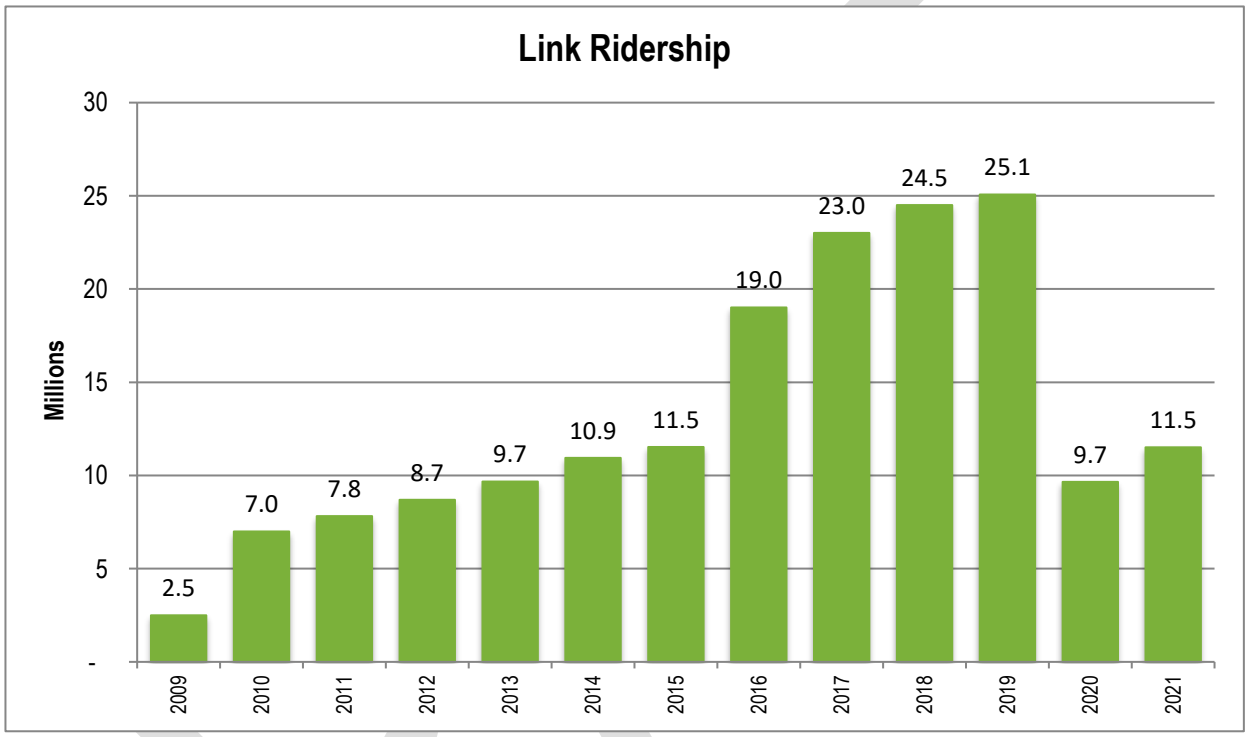


## Link

Approximately 11.5 million passengers rode the Link 1 Line in 2021 and over 170 million riders have taken Link since the line opened in 2009. Growth in ridership may be attributed to system expansion via the Northgate Link Extension, and robust ridership for special events.

In 2021, Link carried 33,317 passengers on average each weekday. Figure 7 below shows ridership trends on Link since 2009.

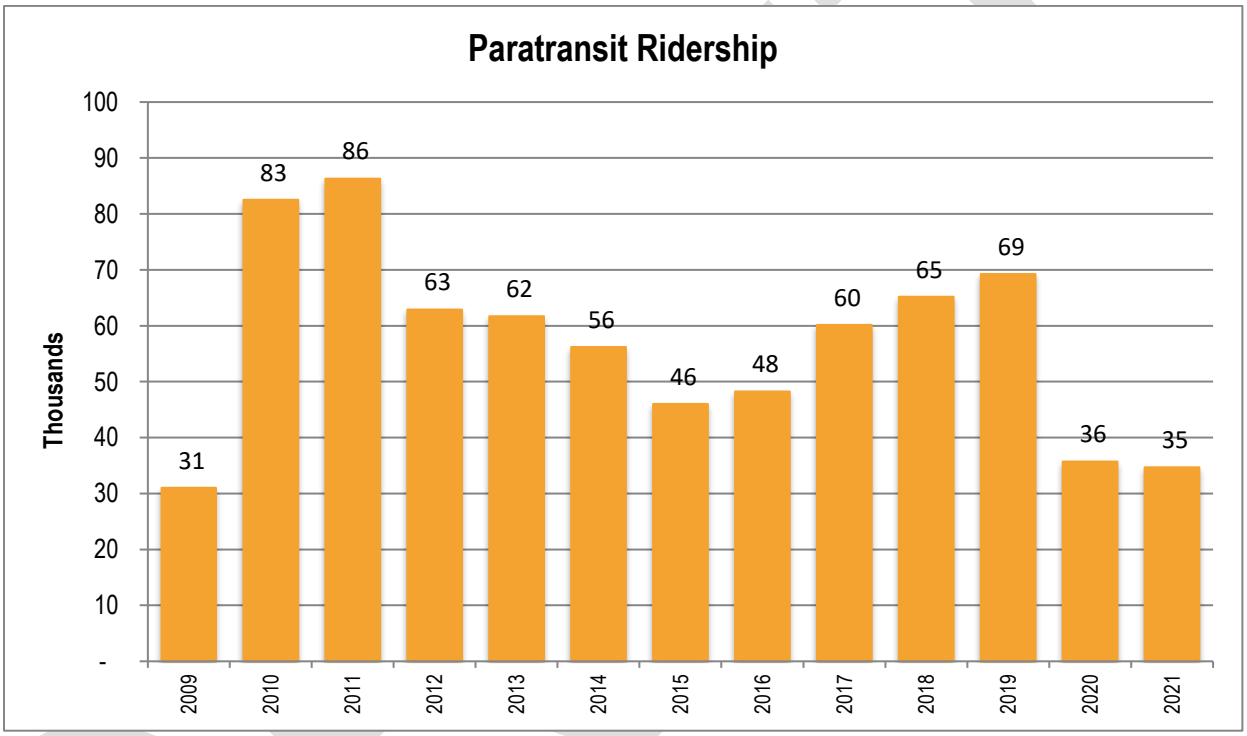
**FIGURE 7: TOTAL LINK RIDERSHIP 2009-2021**



## Paratransit

Approximately 34,703 passengers rode Link's paratransit service during 2021 and over 669,000 passengers have used this service since Link opened in 2009. Figure 8 below shows paratransit ridership allocated to Sound Transit since the start-up of Link. The decrease in ridership since 2013 is due to a change in how these rides are apportioned between King County Metro and Sound Transit. Paratransit ridership has remained constant even as Sound Transit's own share shown below has decreased. In early 2015, King County Metro modified the eligibility requirements for Paratransit service, contributing to the decrease in ridership in 2015. Like other service, offered by Sound Transit, paratransit had its lowest ridership in 2021 since its inception in 2009.

**FIGURE 8: TOTAL PARATRANSIT RIDERSHIP 2003-2021**

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## 2021 Accomplishments

Despite continued challenges posed by the Covid-19 pandemic, regional workforce constraints that reduced level of service on ST Express buses, and a concrete strike that stalled capital projects, Sound Transit continued to deliver reliable transit service to the Puget Sound. To learn more about our work over the course of 2021, please visit our agency progress report website:

https://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports

**Below highlights a series of accomplishments from 2021:**

- Sound Transit kicked off 2021 with a commitment toward becoming an anti-racist organization. January marked the beginning of the agency's "All Aboard" campaign with onboard signage and social media messaging designed to make all riders feel welcome and safe on board. Having received eleven reports of harassment on Sound Transit's system over the past two years, it was critical convey a zero tolerance for racism. The campaign featured fully wrapped trains and 62 ST Express busses with "All Aboard" messaging. Additional messaging on board conveyed emergency contact resources for passenger if they feel threatened or unsafe while riding Sound Transit service. January was also highlighted by critical LRV testing for Sound Transit's Northgate Link Extension set to open in the fall.

- In February, as part of Sound Transit's equitable transit-oriented development program, the Sound Transit Board approved transferring 10 surplus Rainier Valley property sites at no cost to the City of Seattle for affordable housing development. The partnership with Seattle includes a $10 million commitment from the city to build affordable homeownership opportunities. The parcels are located within a half mile of the Othello, Columbia City and Mt. Baker Link light rail stations, and under terms of the contract agreement will yield 100 to 150 homes across the sites. All housing units will be sold or rented to households whose adjusted income is at or below 80 percent of the average median income.

- In March 2021, Sound Transit conditionally accepted the first two new series 2 light rail vehicles. The vehicles, manufactured by Siemens Mobility and assembled in Sacramento, CA, offer passengers more space, better digital displays, efficient lighting, and more bike storage etc. The eventual 152 new light rail vehicles will more than triple the existing fleet from 62 to 214. This will allow ST to run 3-car or 4-car trains the full length of Northgate, East Link, Lynnwood, and the Federal Way Extension.

- In May 2021, Sound Transit, opened Operations and Maintenance Facility East. The new maintenance facility is a critical component of upcoming Link extensions to Northgate, Lynnwood, Federal Way and Redmond. The state-of-the-art facility will accommodate the service, maintenance, storage, and deployment of 96 light rail vehicles. OMF East will also feature, 145,000 sq feet of shops and office areas, 14 bays, and nearly 300 poles supporting train power. Up to 260 employees will staff the facility, which will operate around the clock 365 days a year. In addition to the commercial space, the 928,000 square footprint includes affordable housing that integrates into Bellevue's Spring District shopping and business hub. While it is rare for industrial uses to coexist with retail, housing and offices, OMF East will also be surrounded by new development as well as the Eastrail biking and walking corridor.

- In June, Sound Transit and Amazon announced that Amazon will provide money to

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help fund affordable housing as a part of Sound Transit's Equitable Transit-Oriented Development program. Amazon committed $100 million to fun low-cost, flexible loans that will help accelerated the development of up to 1,200 affordable homes by 2025. As part of Sound Transit's program, Amazon will fund an additional $20 million revolving loan fund approved by voters to create affordable housing near Sound Transit stations.

- In July, working closely with the City of Shoreline and the King Conservation District, Sound Transit announced Trees for Rail, a partnership to re-green the Lynnwood Link light rail corridor with native trees and shrubs that pass-through Shoreline. Shoreline requires landscape buffers between the light rail corridor and residential neighborhoods, and Sound Transit will be planting 20,000 trees, nearly four times as many as it had to remove. Because some of the locations identified lack space for re-planting, Sound Transit developed a plan with the City of Shoreline and King Conservation District to re-plant trees and shrubs at nearby homes or adjacent to the City right-of-way. This represents the first-of-its-kind partnership, where Sound Transit leveraged King Conservation District's countywide Urban Tree Canopy program to establish native vegetation and tree canopy to reduce the impact on corridor-adjacent homeowners.
- In August Sound Transit Board adopted a realignment plan to serve as a framework for delivering critical transit expansion projects to the region as quickly and efficiently as possible. The plan was the result of a year and a half planning process responding to increased costs in construction and real estate that led to a $6.5 billion affordability gap for delivering projects on schedule. While the realignment plan did not impact projects already in construction, it did transparently outline estimated affordable delivery dates for each project under current revenue and cost projections. Despite the affordability gap, current financial projections are sufficient for delivering many projects with minimal delays. Through securing additional funding and reducing costs, the realignment plan reflects the Board's commitment to eliminate financially necessitated delays altogether. The plan prioritizes voter-approved projects by dividing them into four tiers. Projects in the top two tiers will be managed under the more ambitious completion targets unless or until it becomes necessary to fall back to affordable completion dates that allow more time to generate the required revenues. Tier 3 and 4 projects will be managed under their affordable schedules unless the program affordability gap is eliminated. Realignment did not impact projects already under construction.
- In September, Sound Transit selected the routes, stations, locations, and roadway improvements for Stride bus rapid transit on I-405 and SR-522/NE 145th. Stride will open in 2026 and 2027. Stride BRT will include three lines S1- I-405 South from Burien to Bellevue, with service starting in 2026. S2- I-405 North from Bellevue to Lynnwood, with service schedule to begin in 2027. Lastly, S3- SR 522/145th from Shoreline to Bothell, with service scheduled to begin in 2026. S1 and S2 will operate along a 37-mile corridor, primarily in the I-405 Express Toll Lanes from Bothell to Renton, with additional routing on general purpose lanes of I-5, SR 518, and local streets in Burien, Renton and Lynnwood. The two lines will have a combined 11 stations across eight cities, with a transfer at the Bellevue Transit Center. Passengers will be able to transfer to Link light rail at Tukwila, Bellevue and Lynnwood.
- September also marked the start of the Sound Transit Fare Ambassadors program where Fare Ambassadors replaced fare enforcement officers. The eight-month pilot program is part of Sound Transit's effort to create a more equitable fare collection process. The program reflects passenger feedback and community engagement that expressed discomfort with fare enforcement officers who resemble law enforcement.

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To alter this perception, Fare Ambassadors wear bright yellow caps and carry yellow messenger bags that make them easy to recognize. Their focus is on passenger education and customer service focused on how to purchase ORCA cards and passes and how income-eligible passengers can obtain ORCA LIFT cards rather than strict enforcement.

- On October 2, 2021, Sound Transit opened the Northgate light rail extension (NGLE) for revenue service. The 4.3-mile extension added three new stops to the light rail system, including Northgate, Roosevelt, and U District. NGLE's opening marks a pivotal moment for expanding transit in the Puget Sound. Over the next few years, the Link light rail network will nearly triple in reach from 22 miles to 62 miles. System expansion still on the horizon includes Tacoma Hilltop expansion, expansion into East King County, Lynnwood, and Federal Way. The project's $1.9 billion baseline budget includes a $615 million credit agreement under the Transportation Infrastructure Finance and Innovation Act, which provided significant long-term savings for regional taxpayers through reduced borrowing costs. The project is coming in approximately $50 million under budget. Voters approved the Northgate Link Extension in 2008 as part of the Sound Transit 2 ballot measure
- October's NGLE opening also brought changes to the ST Express bus network. ST Express routes 511, 512 and 513 now terminate and connect riders to Link at Northgate Station. ST Express Route 522 now terminates and connects riders to Link at Roosevelt Station, and ST Express routes 542 and 556 terminate at U District Station. In addition to service changes, riders saw changes in Sound Transit line names. Link became the 1 Line, Tacoma Link became the T Line, Sounder South became the S Line and Sounder North became the N Line.
- In November, Sound Transit opened the parking garage that will serve South Bellevue Station. South Bellevue station is part of the East Link extension project and will commemorate the opening of the Link 2 Line. The parking garage, opened more than two years ahead of the line's completion, will provide parking and easy transit access to Eastside ST Express and Metro bus passengers. ST Express 550 and 556 riders and King County Metro 241 and 249 riders who had to use alternative parking spaces when East Link construction began in 2017 were able return to the new garage at the same park-and-ride location. The station includes 1,500 parking stalls, a bike cage for up to 35 bikes with additional racks and on demand lockers added when East Link comes on-line. Overall, the station will function as a multimodal hub connecting Metro, ST Express, and Link passengers. The station also provides access to active transportation by facilitating a connection to the I-90 and Mercer Slough trails.
- In December, the board identified South 336 Street in Federal Way as the preferred alternative to study for a new Operations and Maintenance Facility South located in South King County. The Sound Transit Board carefully weighed community priorities, input from Native American tribes, as well as technical analysis and input from agencies and cities. OMF South will serve Sound Transit's growing light rail fleet as the agency continues to expand congestion-free light rail across the region. The facility will generate approximately 470 full-time living wage, union-supported jobs.

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## State Transportation System Policy Goals

In 2021, Sound Transit contributed to the state's transportation system policy goals (as stated in RCW 47.04.280) through the following action strategies:

- **Economic Vitality**: We fostered transit-oriented development opportunities thereby supporting regional economic activity in Pierce, King, and Snohomish County.
- **Preservation**: We continued to maintain our equipment and facilities and to operate public transit services.
- **Safety**: We operated transit vehicles in a safe manner, maintained a group of safe and secure facilities and kept a regular schedule of light and heavy maintenance of buses and trains.
- **Mobility**: By carrying 17.8 million riders in 2021, we contributed to better air quality and greater ease of travel while mitigating traffic congestion for residents of the Puget Sound region.
- **Environment**: We maintained ISO 14001 certification of our Environmental and Sustainability Management System.
- **Stewardship**: Sound Transit continuously implements service efficiencies on ST Express routes by shifting resources from low-productivity routes to highly used routes to increase service and relieve overcrowding. In the context of the disruptions caused by the Covid-19 pandemic, including operator shortages, Sound Transit has had to place a greater emphasis on delivering efficient service with limited resources.

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# IV: STATE AND AGENCY GOALS, OBJECTIVES, AND STRATEGIES, 2022 – 2027

From 2022-2027, Sound Transit will focus on its strategic priorities and agency goals with corresponding measures of success outlined in the table below. The agency's vision, mission and values serve as the basis for the five-year strategic priorities. Built into each strategic priority is an expectation that the actions and decisions made will consider Sound Transit's commitment to equity and fairness, environmental stewardship, partnerships, and the communities the agency serves.

The State's six policy goals are:

- *Economic Vitality*. To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
- *Preservation*. To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services
- *Safety*. To provide for and improve the safety and security of transportation customers and the transportation system
- *Mobility*. To improve the predictable movement of goods and people throughout Washington State
- *Environment*. To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment
- *Stewardship*. To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The table shows how Sound Transit's local priorities align with state goals established in the Washington State Transportation Plan.

| Strategic Priorities, Agency Goals, and Measures of Success | State goal areas[1] | | | | | |
|---|---|---|---|---|---|---|
| | *Economic vitality* | *Preservation* | *Safety* | *Mobility* | *Environment* | *Stewardship* |
| **Strategic Priority 1: Design and deliver a customer-focused, high-quality and safe service** | | | | | | |
| Agency Goal 1.1: Establish a robust and proactive safety culture<br>*Measures of Success*<br>• *Monthly Safety News Link*<br>• *Developed Foundations Plan for achieving ISO 45001 certification* | X | X | X | X | X | X |
| Agency Goal 1.2: Provide a passenger-focused experience from design through daily service<br>*Measures of Success*<br>• *Improved passenger experience index*<br>• *Baselined passenger complaint measure*<br>• *Budget identified in 2022 to implement complaint resolution tracking system* | X | X | X | X | X | X |
| **Strategic Priority 2: Deploy a performance-based, community-centric and safe capital program** | | | | | | |
| Agency Goal 2.1: Establish performance-based delivery methods that allow for design flexibility, innovation, cost effectiveness and schedule certainty to meet community and passenger expectations<br>*Measures of Success*<br>• *New post-realignment project milestone schedule ready for agency distribution*<br>• *Activate and pilot commitment tracking system* | X | X | X | X | X | X |

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| Strategic Priorities, Agency Goals, and Measures of Success | State goal areas[1] | | | | | |
|---|---|---|---|---|---|---|
| | *Economic vitality* | *Preservation* | *Safety* | *Mobility* | *Environment* | *Stewardship* |
| • *Begin to formally documenting commitments in concurrence memos in PEPD-led projects by end of 2021.*<br>• *Investigate opportunities to build performance metrics into projects* | | | | | | |
| Agency Goal 2.2: Improve industry, jurisdictional and community partnerships to strengthen certainty and timeliness of project delivery<br>*Measures of Success*<br>• *Establish measures for targeted areas of improvement to track in 2021-2024*<br>• *Make a year-over-year increase in permits received on schedule through 2024*<br>• *Began identifying opportunities for equity and inclusion in our workplan* | X | X | X | X | X | X |
| Agency Goal 2.3: Increase diversity in the region's construction workforce<br>*Measures of Success*<br>• *Exceeded Agency goal for apprenticeship measurement in 2021 with a utilization rate of 20.2%*<br>• *Exceeded People of Color measurement in 2021 with a utilization rate of 34.3%*<br>• *Met agency goal Female Participation measurement with 7.1%* | X | X | X | X | X | X |
| **Strategic Priority 3: Cultivate an equitable, diverse and inclusive workforce and culture that is high preforming, compassionate, empowering, and safe** | | | | | | |
| Agency Goal 3.1: *Ensure our talent is ready to implement the voter-approved plan and revenue service operations*<br>*Measures of Success*<br>• *Publish Talent Dashboard*<br>• *Published final Anti-Racist Strategy & presented at December Board of Directors Meeting*<br>• *Published Leadership Accountability Actions & Measures*<br>• *Launched goal setting process for 2022 department level Diversity, Equity, Inclusion & Culture (DEIC) Goals*<br>• *Compensation Study Complete: agency average compensation ratio 100.84%: female 99.97%; BIPOC 100.70%*<br>• *Performance Management in process: to date; BIPOC represents 35% of exemplary ratings (36% of ST population), Female represents 47% (40.9% of ST population)* | X | X | X | X | X | X |
| **Strategic Priority 4: Transform and unify core business practices and processes agency wide** | | | | | | |
| Agency Goal 4.1: Ensure equitable decision-making across the agency is clear, timely, made at the right level and informed by data.<br>*Measures of Success*<br>• *Draft Agency Decision Making three-level training plan*<br>• *Agency Decision Making Toolkit internal page revamped* | X | X | X | X | X | X |
| Agency Goal 4.2: Establish a system that document agency policies and procedures, tracks performance against agency wide goals and identifies and prioritizes new initiatives<br>*Measures of Success*<br>• *Developed business process landscape*<br>• *Establish policies and procedures structure*<br>• *Support alignment of business planning processes* | X | X | X | X | X | X |
| **Strategic Priority 5: Ensure financial stewardship exists in all decision-making to guarantee long-term affordability of the voter-approved plan** | | | | | | |

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| Strategic Priorities, Agency Goals, and Measures of Success | State goal areas[1] | | | | | |
|---|---|---|---|---|---|---|
| | *Economic vitality* | *Preservation* | *Safety* | *Mobility* | *Environment* | *Stewardship* |
| Agency Goal 5.1: Align human and financial resources to the agency's strategic priorities and goals<br>*Measures of Success*<br>• *Implemented Non-System Expansion Project and service levels changes*<br>• *Created a model of service levels changes*<br>• *Aligned 2022 workplan on King County Metro partner cost structures for Link and Bus* | X | X | X | | X | X |
| Agency Goal 5.2: Create a cost-conscious mindset among all employees<br>*Measures of Success*<br>• *Meet an annual budget target that considers out-year budget ramifications*<br>• *Implemented end-to-end budgeting, staffing tools and processes.*<br>• *Generate revenue via Digital Advertising initiative via Link-1 Line-DSTT as part of phase 1* | X | X | X | X | X | X |
| Agency Goal 5.3: Implement and maintain a "best-in-class" asset management system that ensures physical assets, including all facilities and equipment are maintained in a state of good repair<br>*Measures of Success*<br>• *Drafted Asset Management Plans*<br>• *Objectives and targets for Traction Electrification assets approved by Traction Electrification Asset Steward*<br>• *Asset Steward identified for IT Network assets* | X | X | X | X | X | X |

The activities in Section IV are action strategies that will contribute to the following transportation goals:

- **Economic Vitality**: Sound Transit is committed to supporting regional economic growth by providing reliable, accessible, and affordable transit service to passengers in King, Pierce, and Snohomish County.
- **Preservation.** Sound Transit is committed to making wise investments and prioritize spending to deliver and maintain our equipment and facilities.
- **Safety.** Sound Transit is committed to high-quality, safe service to sound transit customers and riders. We will continue to focus on the safety and quality of the passenger experience and will maintain safe and secure facilities and keep a regular schedule of light and heavy maintenance of buses and trains.
- **Mobility.** Sound Transit is committed to build a world-class transit system that ensures mobility, equity and safety. We will continue operating Link, Tacoma Link, ST Express and Sounder modes and connect more people to more places to make life better and create equitable opportunities for all.
- **Environment.** Sound Transit is built upon a commitment to environmental stewardship and compliance with environmental regulations. We improve the environment of the Central Puget Sound region by carrying hundreds of thousands of people each day in our trains and buses.
- **Stewardship.** Sound Transit values our regional partnerships and the communities we serve. We remain a reliable and solid transit system that serves the region.

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# V: PLANNED ACTIVITIES, 2022 – 2027

## Planned Activities

The following tables describe the planned activities to be undertaken by Sound Transit for 2022-2027. These activities include the deployment of new transit service, facility construction and/or equipment purchases. Activities include any projects in the Sound Transit 2 and Sound Transit 3 program whose schedules are known and have been subject to evaluation via Sound Transit's realignment process. Preservation activities are also noted; all other items are considered expansion activities.

During the composition of this TDP document, Sound Transit is concurrently undergoing a quantitative risk assessment on all of its high-capacity transit projects currently in construction. The results of the assessment will provide a more accurate timeline for the opening dates of these projects after the assessment has analyzed risks from a variety of factor including the recent concrete delivery strike, and COVID-19 impacts. The results of the assessment will likely be made public following the public process associated with the Transit Development Plan. The timelines listed below are reflective of Sound Transit's assumptions as of July 1, 2022.

More information about existing project information can be found in the annual Transit Improvement Plan, or TIP, that is part of the 2022 Financial Plan & Proposed Budget available on our website at:

https://www.soundtransit.org/sites/default/files/documents/2022-Financial-Plan-and-Adopted-Budget-Final.pdf

The Transit Improvement Plan begins on page 49.

Project descriptions and timelines are also available at:

https://www.soundtransit.org/system-expansion

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| 2022 | Planned Activities |
|---|---|
| Planning | • Continue planning for changes to service in response to new travel patterns and the opening of new high-capacity transit projects.<br>• Additional planning activities subject to the realignment process and will be updated when more information is available |
| Services | • Continue service of ST Express, Sounder, Tacoma Link, Link **(Preservation)** |
| Facilities | • Complete construction on Puyallup Station Access improvements<br>• Continue construction on East Link, Lynnwood Link, Federal Way Link, Downtown Redmond Link |
| Equipment | • Receive new Link vehicles for East Link and Lynnwood Link expansion. |

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| 2023 | Planned Activities |
|---|---|
| Planning | • Continue planning for changes to service in response to new travel patterns and the opening of new high-capacity transit projects.<br>• Additional planning activities subject to the realignment process and will be updated when more information is available |
| Services | • Continue service of ST Express, Sounder, Tacoma Link, Link **(Preservation)**<br>• Begin Hilltop Tacoma Link extension revenue service<br>• Revise service on ST Express between Bellevue and Seattle on I-90 and allocate operating resources to East Link<br>• Begin East Link revenue service<br>• |
| Facilities | • Begin construction on Bus Base North<br>• Complete East Link construction<br>• Continue construction on Lynnwood Link, Federal Way Link, Downtown Redmond Link |
| Equipment | • Receive new Link vehicles for Lynnwood Link, Federal Way Link and Redmond Link extensions. Receive spare Link vehicles. |

| 2024 | Planned Activities |
|---|---|
| Planning | • Continue planning for changes to service in response to new travel patterns and the opening of new high-capacity transit projects.<br>• Additional planning activities subject to the realignment process and will be updated when more information is available |
| Services | • Continue service of ST Express, Sounder, Tacoma Link, Link **(Preservation)**<br>• Revise service on ST Express between Lynnwood and Seattle on I-5 and allocate operating resources to Lynnwood Link extension<br>• Discontinue service on ST Express between Federal Way and Seattle on I-5 and allocate operating resources to Federal Way Link extension<br>• Begin Link light rail service to Lynnwood<br>• Begin Link light rail service to Federal Way<br>Begin Link light rail service to Downtown Redmond |
| Facilities | • Continue maintenance of Sound Transit facilities **(Preservation)** |
| Equipment | |

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| 2025 | Planned Activities |
|---|---|
| Planning | • Continue planning for changes to service in response to new travel patterns and ridership response to the openings of high-capacity transit projects.<br>• Additional planning activities subject to the realignment process and will be updated when more information is available |
| Services | • Continue service of ST Express, Sounder, Tacoma Link, Link, Stride **(Preservation)** |
| Facilities | • Continue maintenance of Sound Transit facilities **(Preservation)**<br>• Complete Bus Base North<br>• Sumner Station Parking & Access<br>• Auburn Station Parking & Access<br>• Kent Station Parking & Access |
| Equipment | • Receive BRT vehicles to support Stride openings in 2026 and 2027 |

| 2026 | Planned Activities |
|---|---|
| Planning | • Continue planning for changes to service in response to new travel patterns and the opening of new high-capacity transit projects.<br>• Additional planning activities subject to the realignment process and will be updated when more information is available |
| Services | • Continue service of ST Express, Sounder, Tacoma Link, Link, Stride **(Preservation)**<br>• Begin Stride BRT service on SR-522/NE 145 and I-405 South (no parking)<br>• Revise ST Express service on the Stride BRT corridors |
| Facilities | • Continue maintenance of Sound Transit facilities **(Preservation)**<br>• Complete I-405 Stride South and SR-522/NE 145th Stride stations and capital facilities to support service, including NE 85th Station |
| Equipment | • Receive BRT vehicles to support Stride openings in 2026 and 2027 |

| 2027 | Planned Activities |
|---|---|
| Planning | • Continue planning for changes to service in response to new travel patterns and the opening of new high-capacity transit projects.<br>• Additional planning activities subject to the realignment process and will be updated when more information is available |
| Services | • Continue service of ST Express, Sounder, Tacoma Link, Link, Stride **(Preservation)** |
| Facilities | • I-405 North ( no parking) all elements except NE 85th Station<br>• Begin construction of West Seattle-Ballard Link, Tacoma Dome Link |
| Equipment | • Receive BRT vehicles to support Stride openings in 2026 and 2027 |

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# VI: CAPITAL IMPROVEMENT PROGRAM, 2021 – 2027

*(In Thousands)*

| Improvement & Preservation | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Fixed Route Bus (ST Express) | $ 5,430 | $ 23,875 | $ 43,913 | $ 53,981 | $ 46,661 | $ 8,411 | $ 324 |
| Commuter Rail (Sounder) | 52,022 | 58,530 | 69,697 | 146,666 | 137,641 | 42,792 | 5,075 |
| Light Rail (Link) | 1,646,252 | 1,815,854 | 2,131,334 | 2,491,061 | 2,827,973 | 1,705,213 | 1,738,829 |
| Streetcar Rail (Tacoma Link) | 68,222 | 66,807 | 7,391 | 4,623 | 273 | - | - |
| Bus Rapid (Stride) | 31,941 | 240,118 | 321,290 | 301,569 | 383,706 | 361,917 | 126,970 |
| Service Delivery | - | 10,115 | 15,372 | 9,945 | 11,770 | 11,984 | 5,021 |
| System-wide | 36,338 | 103,459 | 110,492 | 91,134 | 65,109 | 45,003 | 29,617 |
| **Total** | **$ 1,840,205** | **$ 2,318,760** | **$ 2,699,489** | **$ 3,098,979** | **$ 3,473,132** | **$ 2,175,321** | **$ 1,905,836** |

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# VII: ANNUAL REVENUES & EXPENDITURES, 2021 –2027[2]

*(In Thousands)*

| Annual Revenues | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Sales Tax | $ 1,584,850 | $ 1,669,026 | $ 1,741,175 | $ 1,801,519 | $ 1,850,300 | $ 1,894,108 | $ 1,941,555 |
| MVET | 370,634 | 363,954 | 372,619 | 385,365 | 398,581 | 413,190 | 422,350 |
| Rental Car Tax | 3,492 | 3,532 | 3,637 | 3,747 | 3,859 | 3,975 | 4,094 |
| Property Tax | 157,707 | 163,091 | 166,224 | 170,774 | 175,381 | 179,984 | 184,620 |
| Farebox Revenue | 28,598 | 33,406 | 57,047 | 89,136 | 114,022 | 124,465 | 138,043 |
| Federal Operating | 26,014 | 264,934 | 78,427 | 65,892 | 81,892 | 78,003 | 78,615 |
| Other Operating Revenue | 13,848 | 12,067 | 9,781 | 34,080 | 36,258 | 32,196 | 40,380 |
| Realized & Unrealized Interest Earned | 14,467 | 34,252 | 39,811 | 23,167 | 22,563 | 23,921 | 13,074 |
| **Total** | **$ 2,199,610** | **$ 2,544,262** | **$ 2,468,722** | **$ 2,573,680** | **$ 2,682,857** | **$ 2,749,841** | **$ 2,822,731** |

| Operating Expenses | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Annual Modal Expenses | $ 370,866 | $ 441,369 | $ 552,010 | $ 619,955 | $ 672,983 | $ 741,965 | $ 787,187 |
| Paratransit Expenses | 1,864 | 2,935 | 4,992 | 7,762 | 9,356 | 9,811 | 10,169 |
| Leases | 989 | 16,728 | 17,371 | 11,622 | 7,307 | 7,563 | 7,767 |
| Other Operating Expenses | 3,510 | 184,491 | 142,327 | 186,646 | 216,828 | 209,184 | 225,399 |
| Interest | 84,754 | - | - | - | - | - | - |
| Depreciation and Amortization | 198,331 | - | - | - | - | - | - |
| Donations to Other Governments | 6,857 | 5,000 | 5,000 | - | - | - | - |
| **Total** | **$ 667,171** | **$ 650,523** | **$ 721,700** | **$ 825,985** | **$ 906,475** | **$ 968,523** | **$ 1,030,523** |

| Debt Service | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Interest | $ 92,054 | $ 88,121 | $ 93,950 | $ 107,659 | $ 121,346 | $ 118,962 | $ 114,770 |
| Principal | 42,915 | 58,105 | 62,005 | 77,870 | 82,375 | 89,275 | 95,880 |
| **Total** | **$ 134,969** | **$ 146,226** | **$ 155,955** | **$ 185,529** | **$ 203,721** | **$ 208,237** | **$ 210,650** |

| Annual Capital Purchase Obligations | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Federal Grants | $ 696,166 | $ 226,882 | $ 240,979 | $ 200,000 | $ 200,000 | $ 190,000 | $ 500,000 |
| Other Capital Grants | 12,997 | 5,921 | 15,057 | 9,976 | 4,500 | 4,500 | 4,500 |
| Debt Proceeds | 950,000 | 615,267 | - | 1,330,000 | 1,808,317 | - | - |
| **Total** | **$ 1,659,163** | **$ 848,070** | **$ 256,037** | **$ 1,539,976** | **$ 2,012,817** | **$ 194,500** | **$ 504,500** |

| Ending Balances, December 31 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Unrestricted Cash and Investments | $ 1,927,282 | $ 1,583,392 | $ 1,839,823 | $ 988,141 | $ 941,290 | $ 996,959 | $ 444,320 |
| Operating Revenue | 93,222 | 86,427 | 109,757 | 121,512 | 140,684 | 154,819 | 165,117 |
| Capital Reserve Funds | 360,236 | 362,600 | 366,226 | 369,888 | 373,587 | 377,323 | 381,096 |
| Emergency Reserve Fund | 41,619 | 24,184 | 29,981 | 35,836 | 41,749 | 47,722 | 53,754 |
| Affordable Housing Fund | 12,000 | 12,000 | 16,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Debt Service Fund | 99,018 | 19,100 | 19,100 | 19,100 | 19,100 | 19,100 | 19,100 |
| **Total** | **$ 2,533,377** | **$ 2,087,703** | **$ 2,380,886** | **$ 1,554,477** | **$ 1,536,410** | **$ 1,615,922** | **$ 1,083,388** |

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[2] *Financial data sources: Actual data agrees to the Annual National Transit Database Report. Forecasted data agrees to the Long-Range Financial Plan.*

# VIII: OPERATING DATA, 2021 – 2027

| Fixed Route Bus (ST Express) | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Revenue Vehicle Hours | 547,714 | 558,000 | 604,000 | 560,000 | 470,000 | 429,000 | 429,000 |
| Total Vehicle Hours | 661,218 | 717,000 | 781,000 | 731,000 | 617,000 | 563,000 | 563,000 |
| Revenue Vehicle Miles | 10,401,952 | 10,782,000 | 11,791,000 | 11,236,000 | 9,469,000 | 8,755,000 | 8,755,000 |
| Total Vehicle Miles | 14,011,973 | 14,755,000 | 16,252,000 | 15,531,000 | 12,920,000 | 11,910,000 | 11,910,000 |
| Passenger Trips | 5,150,050 | 13,651,000 | 14,046,000 | 11,801,000 | 6,919,000 | 5,871,000 | 5,871,000 |
| Diesel Fuel Consumed (Gallons) | 2,743,826 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| CNG Fuel Consumed (Gallons) | 351,749 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 1 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Injuries (Non-Major Incident Reports) | 13 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 24 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |

| Commuter Rail (Sounder) | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Revenue Vehicle Hours | 52,209 | 53,000 | 73,000 | 73,000 | 73,000 | 73,000 | 81,000 |
| Total Vehicle Hours | 55,893 | 57,000 | 73,000 | 73,000 | 73,000 | 73,000 | 79,400 |
| Revenue Vehicle Miles | 248,214 | 1,639,000 | 2,078,000 | 2,078,000 | 2,078,000 | 2,078,000 | 2,253,600 |
| Total Vehicle Miles | 254,695 | 1,679,000 | 2,107,000 | 2,107,000 | 2,107,000 | 2,107,000 | 2,278,200 |
| Passenger Trips | 732,500 | 3,158,000 | 4,143,000 | 4,774,000 | 4,894,000 | 5,006,000 | 5,729,100 |
| Diesel Fuel Consumed (Gallons) | 666,832 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Fatalities | - | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Injuries (Non-Major Incident Reports) | - | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | - | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |

| Link Light Rail | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Revenue Vehicle Hours | 291,735 | 401,000 | 503,000 | 99,000 | 1,079,000 | 1,079,000 | 1,211,800 |
| Total Vehicle Hours | 302,310 | 433,000 | 533,000 | 1,047,000 | 1,157,000 | 1,157,000 | 1,487,000 |
| Revenue Vehicle Miles | 5,921,192 | 7,029,000 | 11,105,000 | 24,183,000 | 27,142,000 | 27,142,000 | 36,199,100 |
| Total Vehicle Miles | 6,103,668 | 7,450,000 | 11,792,000 | 25,680,000 | 28,542,000 | 28,542,000 | 38,081,400 |
| Passenger Trips | 11,516,117 | 28,015,000 | 38,613,000 | 53,492,000 | 70,659,000 | 73,756,000 | 28,015,001 |
| Electricity Consumed (Kwh) | 26,997,576 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 2 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Injuries (Non-Major Incident Reports) | 9 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 19 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |

| Tacoma Link Light Rail | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Revenue Vehicle Hours | 9,485 | 20,000 | 26,000 | 26,000 | 26,000 | 26,000 | 28,400 |
| Total Vehicle Hours | 9,570 | 20,000 | 26,000 | 26,000 | 26,000 | 26,000 | 28,400 |
| Revenue Vehicle Miles | 72,772 | 106,000 | 239,000 | 239,000 | 239,000 | 239,000 | 292,200 |
| Total Vehicle Miles | 73,264 | 107,000 | 240,000 | 240,000 | 240,000 | 240,000 | 293,200 |
| Passenger Trips | 367,200 | 909,000 | 1,268,000 | 1,427,000 | 1,535,000 | 1,596,000 | 1,839,300 |
| Electricity Consumed (Kwh) | 391,680 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Fatalities | - | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Injuries (Non-Major Incident Reports) | - | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 4 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |

| Stride BRT | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| Revenue Vehicle Hours | N.A. | N.A. | N.A. | 16,000 | 150,000 | 198,000 | 198,000 |
| Total Vehicle Hours | N.A. | N.A. | N.A. | 19,000 | 171,000 | 224,000 | 224,000 |
| Revenue Vehicle Miles | N.A. | N.A. | N.A. | 309,000 | 2,224,000 | 3,150,000 | 3,150,000 |
| Total Vehicle Miles | N.A. | N.A. | N.A. | 363,000 | 2,548,000 | 3,577,000 | 3,577,000 |
| Passenger Trips | N.A. | N.A. | N.A. | 654,000 | 3,839,000 | 6,724,000 | 6,724,000 |
| Diesel Fuel Consumed (Gallons) | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| CNG Fuel Consumed (Gallons) | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Fatalities | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Injuries (Non-Major Incident Reports) | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. |

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# APPENDIX A: PUBLIC COMMENTS SUMMARY

| Comments Received |
| --- |
| 1. |
| 2. |
| 3. |
| 4. |
| 5. |
| 6. |

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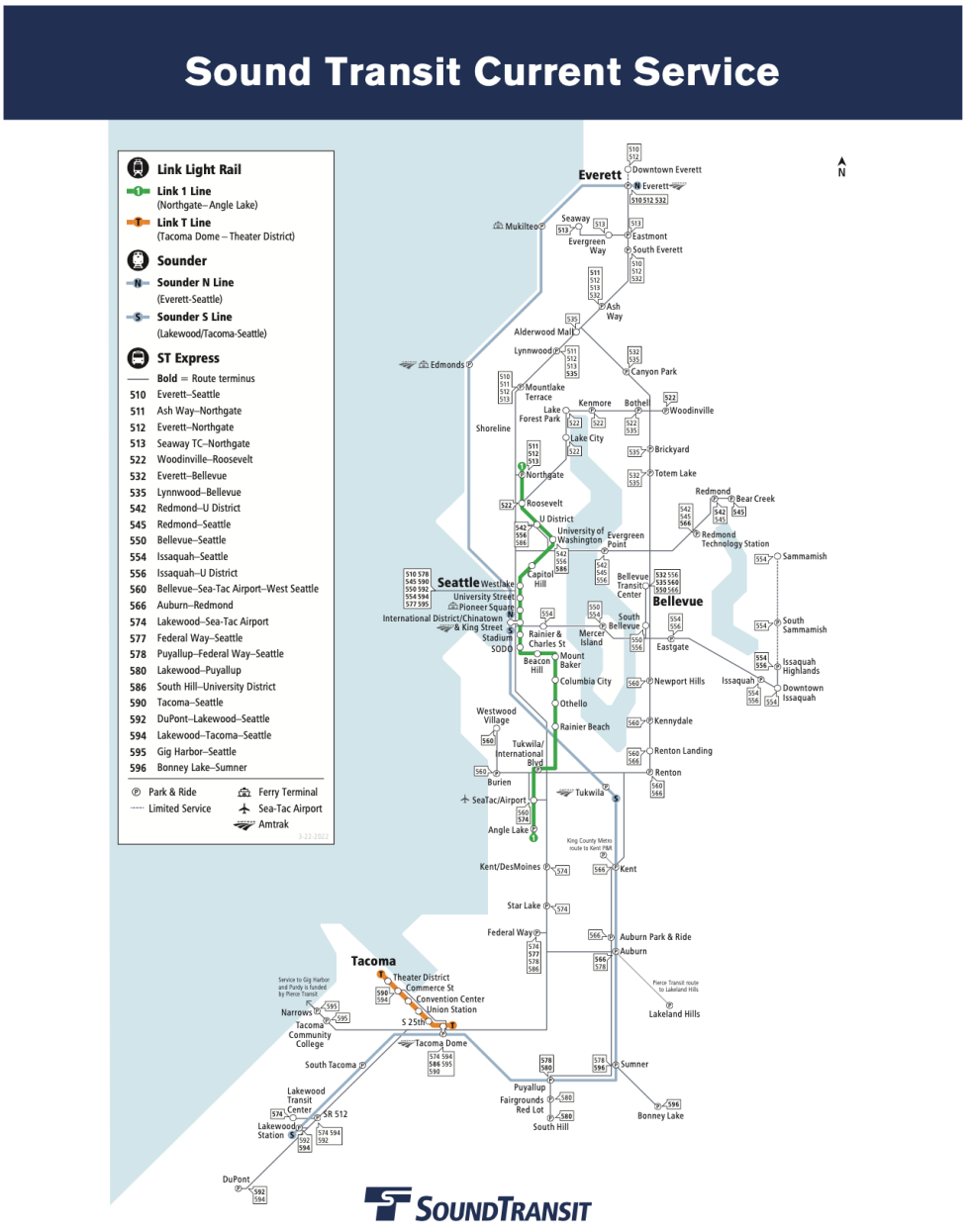
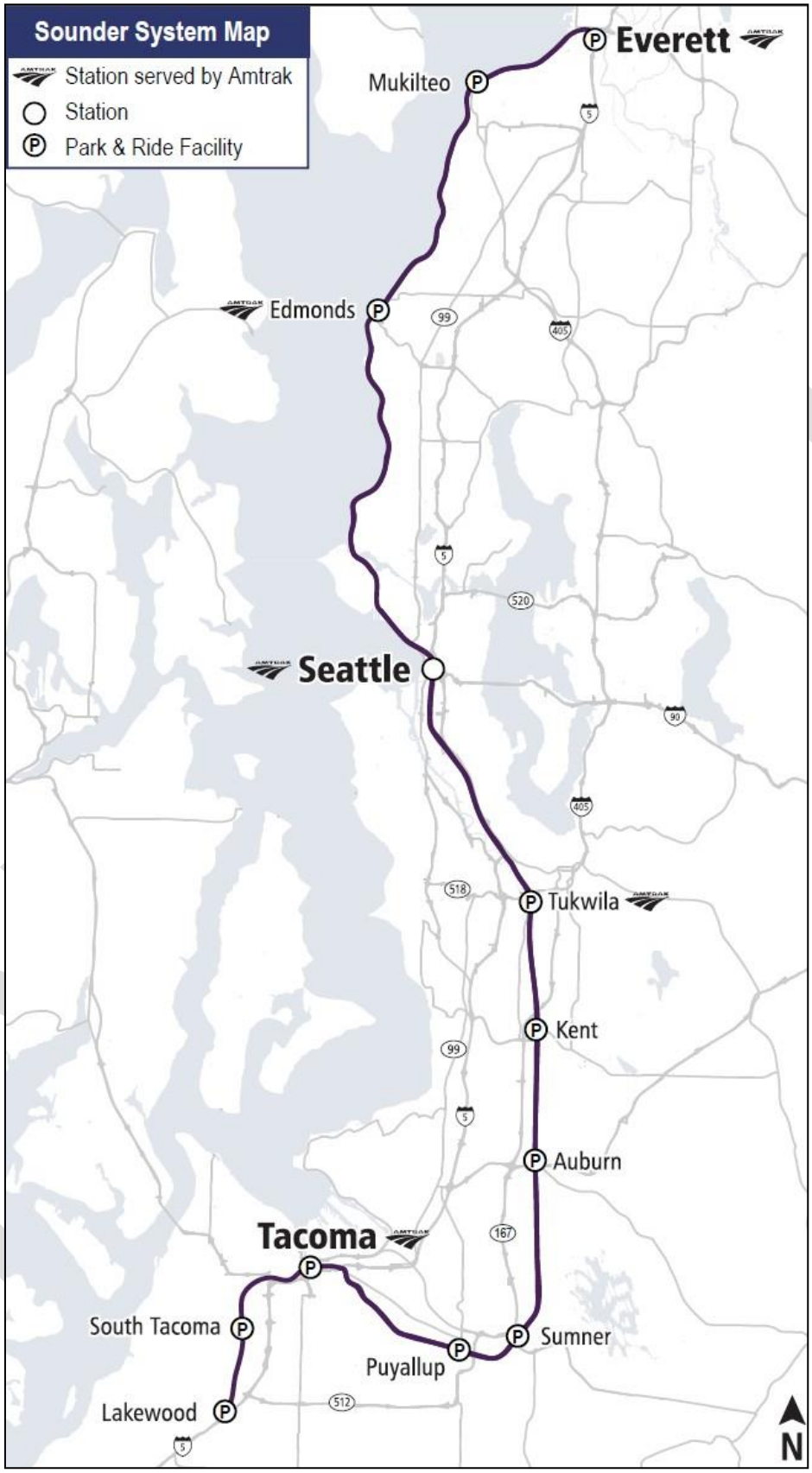
# APPENDIX B: 2021 SOUND TRANSIT SYSTEM MAP

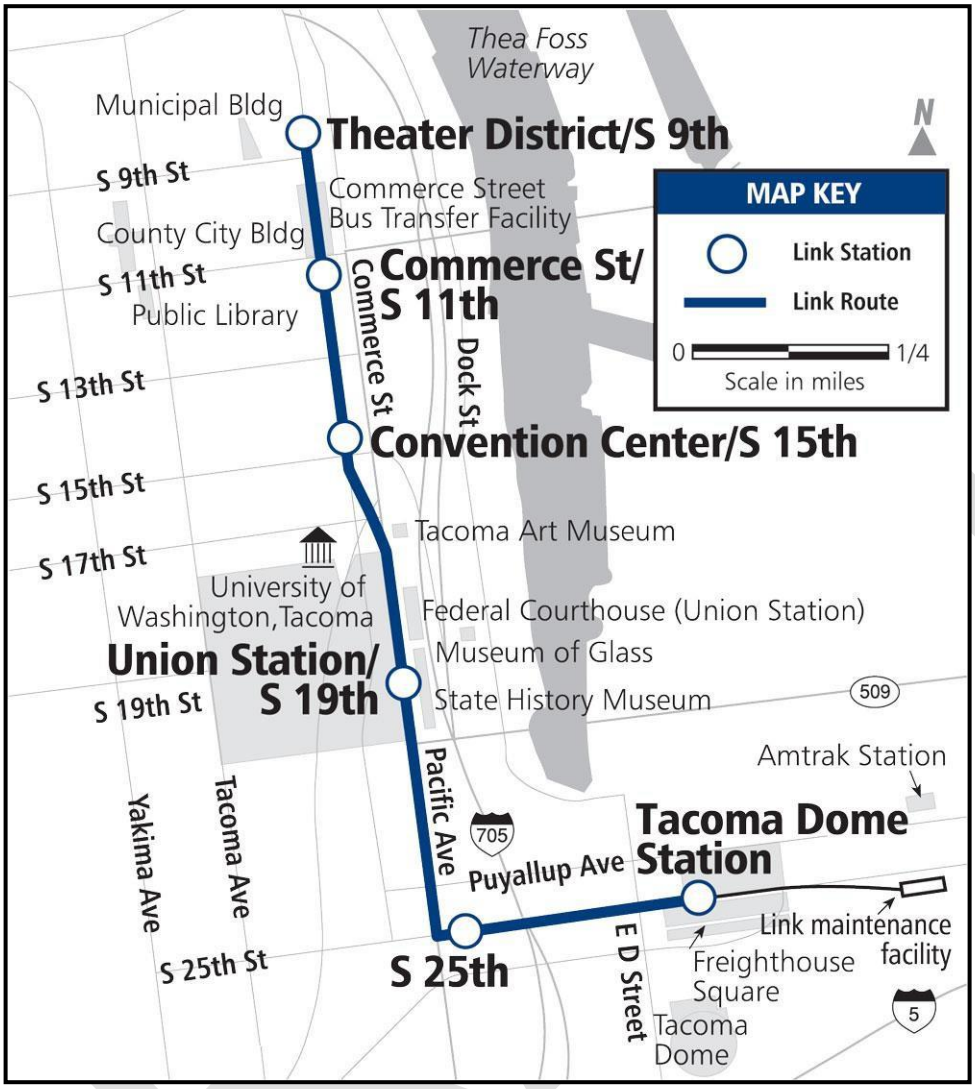


# APPENDIX C: SOUNDER COMMUTER RAIL SYSTEM MAP



# APPENDIX D: LINK LIGHT RAIL SYSTEM MAP

# APPENDIX E: TACOMA LINK LIGHT RAIL SYSTEM MAP



# APPENDIX F: CURRENT SERVICE AND PROPOSED FUTURE PROJECTS

# APPENDIX G: REGIONAL FACILITIES SERVED BY SOUND TRANSIT (AS OF DECEMBER 2021)

| FACILITY | CONNECTING SERVICES | | | | | |
|---|---|---|---|---|---|---|
| | Sound Transit | King County Metro | Community Transit | Pierce Transit | Other * | Designated Parking Spaces |
| 15th Ave NE & NE 45th St ++ | 542, 556, 586 | 43, 44, 45, 48, 49, 70, 71, 73, 167, 197, 271, 277 | | | | None |
| Alderwood Mall ++ | 535 | | 107, 113, 115, 116, 196 | | | None |
| Angle Lake Station | Link | A, 635 | | | | 1160 |
| Ash Way Park-and-Ride | 511, 512, 513, 532 | | 109, 112, 115, 116, 119, , 196, 201, 202, 410, , 413, 415, 810, 860, 880 | | | 1,019 |
| Auburn Park-and-Ride | 566 | | | | | 244 |
| Auburn Station | Sounder, 566, 578 | 160, 181, 184,, 915, 917 | | 497 | Emerald Downs Shuttle | 520 (Garage) 113 (Surface Lot) |
| Beacon Hill Station | Link | 36, 60, 107 | | | | None |
| Bear Creek Park-and-Ride | 545 | 216, 250, 268, 269, 982 | | | | 334 |
| Bellevue Transit Center | 532, 535, 550, , 556, 560, 566, | B, 226, 232, , 237, 240, 241, 246, 249, 250 271, 342 | | | | None |
| Bonney Lake Park-and-Ride | 596 | | | | | 356 |
| Bothell Park-and-Ride | 522, 535 | 239?,342, 372 | | | | 220 |
| Brickyard Freeway Station/Park-and-Ride | 532, 535 | 231,, 237, , , 257, 311, 342, | | | | 242 |
| Burien Transit Center | 560 | F, 120, 121, 123, 131, 132,161 , 165, 631 | | | | 504 |
| Canyon Park Freeway Station/Park-and-Ride | 532, 535 | | 105, 106, 120, 435, Swift Green | | | 298 |
| Capitol Hill Station | Link | 8, 9, 10, 43, 49, 60 | | | First Hill Streetcar | None |

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| FACILITY | CONNECTING SERVICES | | | | | |
|---|---|---|---|---|---|---|
| | Sound Transit | King County Metro | Community Transit | Pierce Transit | Other * | Designated Parking Spaces |
| Columbia City Station | Link | ,50, 106 | | | | None |
| Commerce Street Station/S 11th St | Tacoma Link, 590, 594 | | | 1, 2, 3, 11, 13, 16, 28, 41, 42, 45, 48, 57, 63, , 400, 500, 501 | | None |
| Convention Center Station/S 15th St | Tacoma Link, 590, 594 | | | 1, 3, 13, 41, 42, 63, 400, 500, 501 | | None |
| DuPont Station | 592, 594 | | | | Go Transit 1 | 126 |
| Eastgate Freeway Station Eastgate Park-and-Ride | 554, 556 | 212, 216, 217, 218, , 221, 226, 240, 241, 245, 246, 271, | | | | 1,614 |
| Eastmont Park-and-Ride | 513 | | | | ET: 29 | 389 |
| Edmonds Station/Ferry Terminal | Sounder | | 116, 130, 196, 416 | | Amtrak, Washington State Ferries | 259 |
| Everett Station | 510, 512, 532, Sounder | | Swift Blue , 201, 202, 270, 271, 280 | | ET: 3, 4, 6, 7, 8, 17, 18, 29 ST: 90X IT: 412 Amtrak Greyhound Trailways | 1,067 |
| Evergreen Point Freeway Station/Park-and-Ride | 542, 545, , 556 | 167, , 255, 257, 268, , 311, 992, | 424 | | | 51 |
| Evergreen Way/79th SE ++ | 513 | | | | ET: 3, 7 | None |
| Federal Way Transit Center | 574, 577, 578,586 | A, 177, , 181, 182, 183, 187, 193, 197, 901, 903 | | 402, 500, 501 | | 1,192 |
| I-5/SR-512 Park-and-Ride | 574, 580, 592, 594 | | | 3, 4, JBLM Connector | ICT: 612, 620 | 493 |
| International District / Chinatown Station + | Link | | | | | None |
| Issaquah Highlands Park-and-Ride | 554, 556 | , 216, 218, , 269, | | | | 1,000 |

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| FACILITY | CONNECTING SERVICES | | | | | |
|---|---|---|---|---|---|---|
| | Sound Transit | King County Metro | Community Transit | Pierce Transit | Other * | Designated Parking Spaces |
| Issaquah Transit Center/Park-and-Ride | 554, 556 | , 208, 214, 269, 271 | | | | 819 |
| Kent Station | Sounder, 566, | 150, 153, 160,161,162,165, 168, 183, 914, 915 | | | | 877 (Garage) 119 (Surface Lot) |
| Kent-Des Moines Freeway Station/Park-and-Ride | 574 | 162,165,190193 , 197 | | | | 370 |
| Kimball Drive Park-and-Ride | 595 | | | 100, | | 306 |
| King Street Station | Sounder, Various Bus Routes | Various Bus Routes | Various Bus Routes | | Amtrak, Trailways, Central Washington Airporter, Bolt Bus, Dungeness Line | None |
| Lakewood Station | Sounder, 580, 592, 594 | | | | ICT*: 612, 620 | 600 |
| Lakewood Transit Center/Towne Center | 574 | | | 2, 3, 4, 48, 202, 206, 212, 214 | | None |
| Lynnwood Transit Center/Park-and-Ride | 511, 512, 535 | | 107, 112, 113, 115, 116, 120, 130, 201, 202, 402, 421, 422, 425, 810, 821, | | | 1,368 |
| Mercer Island Park-and-Ride | 550, 554 | , 204, 216, 630989 | | | | 447 |
| Mount Baker Station | Link | 7,9,8,14,48,106 | | | | None |
| Mountlake Terrace Freeway Station/Park-and-Ride | 511, 512, 513 | 347 | 111, 112, 119, 130, 410, 413, 415, 435, 810, 871 | | | 890 |

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| FACILITY | CONNECTING SERVICES | | | | | |
|---|---|---|---|---|---|---|
| | Sound Transit | King County Metro | Community Transit | Pierce Transit | Other * | Designated Parking Spaces |
| Mukilteo Station/Ferry Terminal | Sounder | | 113, 417, 880 | | ET: 18, 70X Washington State Ferries | 63 |
| Narrows Park-and-Ride | 595 | | | 100 | | 195 |
| NE 125th St. (Lake City) ++ | 522 | 20, 64, 65, 75, 320, 322, 330, 372 | | | | None |
| NE 30th/Kennydale Freeway Station | 560, 566 | 111, 167, 342, 952 | | | | 50 (Leased) |
| NE 45th St Freeway Station | | 20,44, , 64 (nb only) ,322 (nb only) , | | | | None |
| Newport Hills Freeway Station/Park-and-Ride | 560, | 111, | | | | 275 |
| Northgate Transit Center/Park-and-Ride | Link, 511,512,513 | 20, 40, 67, 75, 301,303,304 320,345, 346, 347, 348, | 810, 821, 860,871, 880 | | | 443 |
| Othello Station | Link | 36, 50, 106 | | | | None |
| Pioneer Square Station + | Link | | | | | None |
| Purdy Park-and-Ride | 595 | | | 100 | KT*: Purdy Connection | 200 |
| Puyallup Fairgrounds Red Lot | 580 | | | 400 | | 319 |
| Puyallup Station | Sounder , 578, 580 | | | 400, 402, 409, 425 | | 364 |
| Rainier Beach Station | Link | 9, 106, 107 | | | | None |
| Redmond Transit Center/Park-and-Ride | 542, 545 | B, 221, 224, 232250930, 931 | | | | 377 |

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| FACILITY | CONNECTING SERVICES | | | | | |
|---|---|---|---|---|---|---|
| | Sound Transit | King County Metro | Community Transit | Pierce Transit | Other * | Designated Parking Spaces |
| Renton Transit Center/Park- and-Ride | 560, 566 | F, 101, 105, 106, 107, 143, 148, 153, 160, 167, 240, 342, 907, 908 | | | | 150 |
| Roosevelt Station | Link ,522 | 45,62,64,67,73, 79,322 | | | | None |
| S 25th St Station | Tacoma Link | | | 1 | | None |
| SeaTac/Airport Station | Link, 560, 574 | A, 156, 161 | | | | None |
| SODO Station | Link, 590, 594, 595 | 50, 101, 102, 177, 190 | | | | None |
| South Bellevue Park-and-Ride | 550, 556 | 241, 249, 981 | | | | None |
| South Everett Freeway Station/Park-and-Ride | 510, 512, 532 | | | | ET: 29 | 399 |
| South Sammamish Park-and-Ride | 554 | 216, 219, 269 | | | | 265 |
| South Tacoma Station | Sounder | | | 3, 53 | | 220 |
| SR-520 & NE 51st St Freeway Station ++ | 542, 545,566 | 232, , 268, 269 | | | | None |
| Stadium Station | Link, 590, 594, 595 | 50,101, 102, 131,132,, 150, 177, 190 | | | | None |
| Sumner Station | Sounder, 578, 596 | | | | | 302 (+48 leased) |
| Tacoma Community College Transit Center | 595 | | | 1, 2, 10, 16, 28, 52, 53, 100 | | 95 |

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| FACILITY | CONNECTING SERVICES | | | | | |
|---|---|---|---|---|---|---|
| | Sound Transit | King County Metro | Community Transit | Pierce Transit | Other * | Designated Parking Spaces |
| Tacoma Dome Station | Sounder, Tacoma Link, 574, 586, 590, 594 | | | 13, 41, 42, 102, 400, 500, 501 | Greyhound, Amtrak, Trailways | 2,283 |
| Theater District/ S 9th St Station | Tacoma Link | | | 11 | | None |
| Totem Lake Freeway Station | 532, 535 | 237, 311, 342, | 424 | | | None |
| Tukwila International Blvd Station | Link | A, F, 124, 128 | | | | 600 (+62 leased) |
| Tukwila Station | Sounder | F, 906 | | | Amtrak | 390 |
| U-District Station | Link, ,586 | 20,31,32,43,44,48, 49,70,73,75,79,167 ,372 | | | | None |
| Union Station/S 19th St. | Tacoma Link, 590, 594 | | | 1, 41, 42, 63, 102, 400, 500, 501 | | None |
| University of Washington Station | Link, 542, 556, 586 | , 43, 44, , 48, 65, , 73, , 167, , 255, 271, | | | | None |
| University Street Station+ | Link | | | | | None |
| UW-Bothell/Cascadia Community College | 522, 535 | 238, 312, 372, 931 | 105, 106 | | | None |
| Westlake Station+ | Link | | | | | None |
| Woodinville Park-and-Ride | 522 | 230, 231, 232236, 237, , 311, 931 | | | | 459 |
| Yarrow Point/Clyde Hill Freeway Station | 542, 545,, 556 | 167, 246, , 255, 257, 268, , 311 | | | | None |

+ In the Downtown Seattle Transit Tunnel, many bus routes from Community Transit, King County Metro and Sound Transit operate on the surface.
++ Non-Major Transfer Centers
*ET: Everett Transit; ICT: Intercity Transit; IT: Island Transit; KT: Kitsap Transit; ST: Skagit Transit

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